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ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

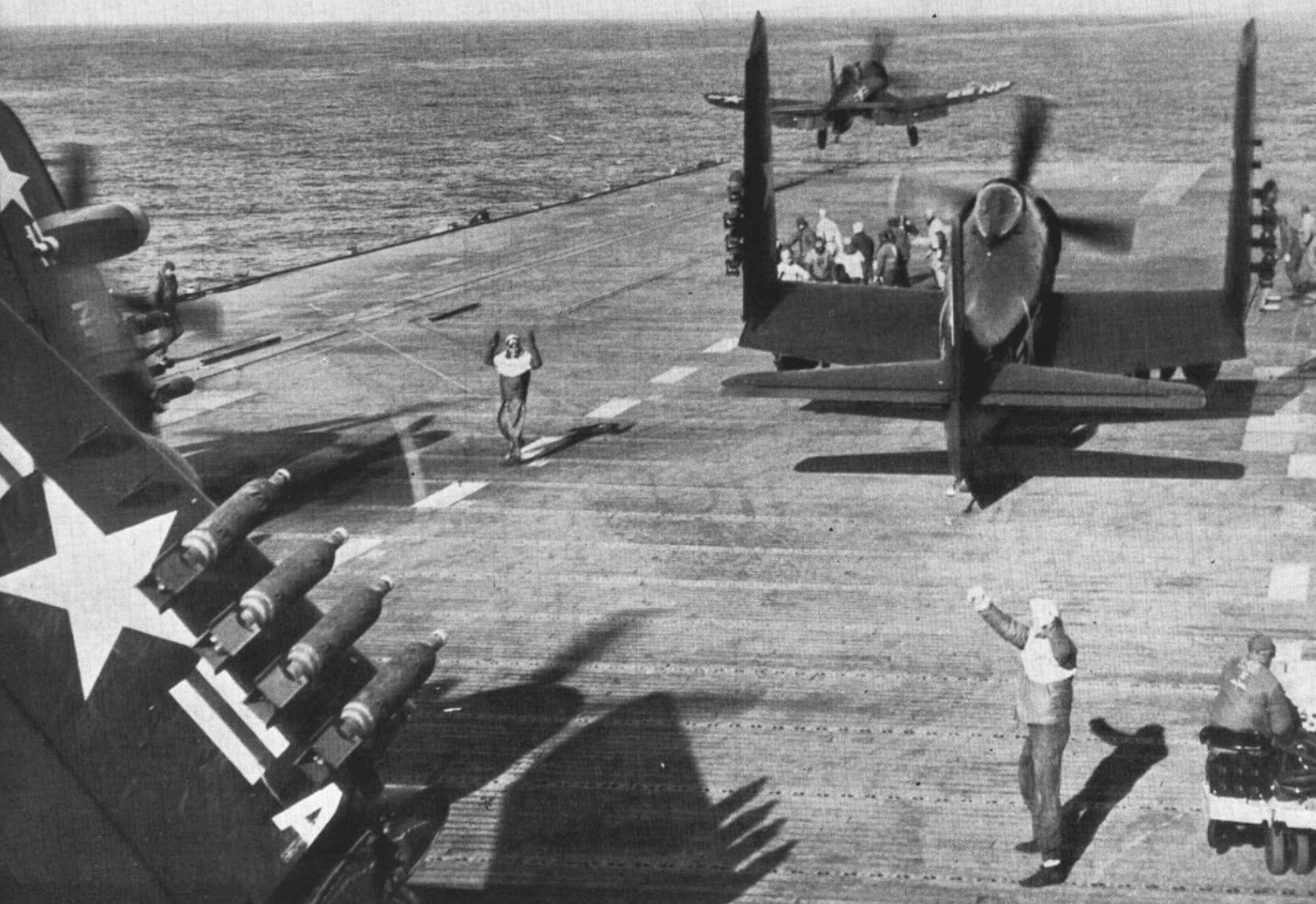


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NAVPERS-O

JUNE 1951

RAIDING THE REDS



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

JUNE 1951

Navpers-0

NUMBER 412

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• FRONT COVER: As the Navy demonstrates its new PT boat, USS PT 810 makes a high-speed run in Chesapeake Bay with her crew at general quarters stations.

• AT LEFT: Powerful catapults flush with the deck of the aircraft carrier USS Boxer (CV 21) fling Corsair fighters, armed to the teeth, against enemy troops, bridges and supplies, back of the lines in North Korea.

CREDITS: All photographs published in *All Hands* are official Department of Defense photos unless otherwise designated.

CNO Reviews Navy's Progress and Growth

Editor's Note—In his first public address after his appointment as Chief of Naval Operations a year and a half ago, Admiral Forrest P. Sherman, USN, spoke before the Naval Academy midshipmen on the "future of the Navy." This speech had the effect of checking many erroneous impressions both outside and within the naval establishment. It effectively boosted morale in a "period of adversity." Far from being outmoded, Admiral Sherman stated, the Navy was on the threshold of a new and glorious future.

Now, again addressing the Naval Academy, Admiral Sherman reviews the progress and growth of the Navy during the past eighteen months.

Because of its widespread application and value to the entire naval organization, his speech is reprinted in ALL HANDS, with only those parts deleted which are of particular interest or reference only to Naval Academy midshipmen.

LESS THAN eighteen months ago I talked about the Navy of the future. There were those, at that time, who were apprehensive that there might be no future, either for the Navy or in it. We were, in December 1949, passing through a period of adversity.

I assured you then of the continuing challenge to perfect yourselves in preparation for the requirements of the naval profession in peace and in war. I did not know just how prophetically I was speaking. Since that occasion, events have moved swiftly and dramatically. Within six months afterward, Communist assaults upon human liberties in Asia required us not only to expand greatly our active Fleet but actually to conduct sustained active combat operations in the seas surrounding Korea.

Additionally, ever-mounting threats to our national security have become evident in Southeast Asia, in the Middle East, and in Europe. It is obvious to you that all four of these danger areas from Korea westward to the Mediterranean, are of naval interest and are potential areas of naval responsibility. That there may be such danger areas for years to come must be the basis of our plans—as a nation, as a service and for us in this uniform as individuals.

For emphasis permit me to say again that "the young men in the Navy today face a greater challenge, and are confronted by greater opportunities, than any of their predecessors in the indispensable service whose uniform we wear." Last summer it was again demonstrated that the naval service is in fact indispensable. If we had not had a Fleet, with a solid core of men and ships in a state of instant combat readiness, and with the ability to expand quickly, Korea would today be a nation totally enslaved.

The President could scarcely have made the historic decision to stamp upon the first sparks that threatened

rapid transition from the cold war to a world conflagration, without confidence that the Navy was ready. It was ready, within the limitations imposed upon it, and it had the resources in reserve to meet any increase in the task assigned.

The task assumed by the United Nations in Korea very quickly assumed a magnitude far in excess of the original expectation. The task of the Navy grew in proportion.

Since the beginning, in constantly increasing strength and effectiveness, naval aircraft have ranged across the peninsula wherever needed to support our hard-pressed troops. Our ships have blockaded the coast and interdicted the coastal highways. The guns of the Fleet have controlled the coastal areas wherever required.

Troops, aircraft, equipment and supplies had to be delivered quickly by sea. Some went in amphibious ships, transports, and airplanes. Some went in small aircraft carriers. Some went in naval transport aircraft.

The record breaking run across the Pacific by the USS *Boxer* brought badly-needed aircraft to augment the squadrons of the U.S. Air Force.

In the first week of August, the United States Marines entered the battle both on land and with Marine squadrons based afloat. In mid-September an amphibious operation broke the North Korean aggressor. Since November, we have been fighting the Chinese Communist aggressor.

There is no need for me to recapitulate further the magnificent share of the Korean conflict borne by our sailors and marines, and still being borne with characteristic courage and inspiring morale. In the ten months of fighting, the combat effectiveness of the Navy and Marine Corps have been reaffirmed. Our country has been reassured that the normal tendency for morale and discipline to deteriorate after a great war has been prevented by effective naval leadership—the devoted leadership of officers—from ensigns to flag officers—and of our ever-dependable and always indispensable chief petty officers. If you have not already learned the fact, it will become clear to you soon after you acquire your first stripe, that a seasoned petty officer can be the ensign's best friend and staunchest supporter.

When our small Fleet was called upon last June to join the fighting against aggression in Korea, it was Navy teamwork, an all-hands effort, that provided the zeal, the courage, the enthusiasm and the will to win which have ever been traditional in our service. These qualities augmented and sustained by the need to give every effort in support of the hard-pressed soldiers ashore, resulted in new and higher standards of sustained effort in the fighting ships off the Korean coast.

We can all, with justification, feel proud of the Navy of 1950 and 1951 just as we were of the magnificent Fleet of 1945. The Navy met with distinction a threat and a challenge when its fortunes were at a very low ebb, and responded with such energy, courage and capacity as to inspire succeeding generations in the Navy.

More was proved than just human zeal and courage. The prudent foresight of Admirals King and Nimitz,



ADM Forrest P. Sherman

and the zealous care with which we had safeguarded our ships was demonstrated as ship after ship was taken out of the Reserve Fleet and sent out to fight again, or to strengthen the Fleets in other seas.

Since the end of June of last year, we have increased the large carriers in active service from seven to 12, small carriers from eight to 13, battleships from one to three, cruisers from 13 to 15, destroyers and other escort types from 146 to 237. We have added eight submarines to our Fleet of 70, and there will be 30 more before very long. Increases in the next few months will bring the strength of our forces afloat to 12 large carriers and 15 smaller ones, 19 cruisers, 250 destroyers and 100 submarines, with a proportionate strength in amphibious craft, mincraft, and auxiliaries.

Nearly all these will be ships from the Reserve Fleet, modernized in many aspects. Additionally, Congress has authorized the building of 500,000 tons of new naval vessels which with the conversion program that is making our carrier and anti-submarine forces more powerful, will add greatly to the offensive power of the Fleet.

These increases in Fleet strength are the naval part of a program designed not only to speed the Korean conflict to a successful conclusion but to create forces strong enough to deter further aggression. Our purpose is, as you know, to be so well prepared to inflict swift and devastating retaliation upon any nation which attacks us as to discourage any spreading of the current conflict or any direct initiation of a third world war.

I may seem to have reverted to ships and equipment rather than the men. Ships and their armament are, after all, decisive instruments only to the degree to which they are skillfully employed. A Navy of nearly a million men, which we shall soon have, is no more significant than a Navy of much smaller size unless those men excel both in spirit and skill.

Let us never forget the initial achievement of our Fleet off Korea in the trying days of last summer. Most of the ships were shorthanded, and their crews—especially flight deck crews—were greatly overworked, but all hands exhibited a forthright determination to keep the ships cruising and operating in all weather. Thus they were able to perform every task assigned, and simultaneously to continue training at sea and improvement in battle efficiency under conditions of stark reality.

Morale increased under the stress of battle. The lowering of a boat at sea was no longer a monotonous exercise; it was the saving of a downed aviator or the search for a hidden mine. Live ammunition replaced dummies in loading drills and as one captain put it, "the rate of fire had a definite meaning that no stop watch could define." Traditional standards of seamanship and gunnery, and competence in fleet operations achieved through the years made it possible to operate with assurance and constantly increasing efficiency.

It is interesting to note that at this time the Fleet in the Mediterranean is deployed to deter aggression. Off Korea our ships are engaged in resisting open aggression. Off Formosa they are engaged in preventing the spreading of aggression. Thus we demonstrate the varied uses of Fleets in preserving our national security.

I cannot too strongly emphasize the part played in all

these operations,—and to be played in the tasks which lie ahead for all of us,—by tradition, standards, character, leadership, morale and discipline. It is important that you give serious thoughts to these fundamentals of command responsibility which must be yours if you are to become a success in your career as one of the country's military leaders.

You will sometimes wonder where and how you can find an opportunity for success in such a vast organization, with so many senior to you. Thirty-seven years ago, I thought about the same problem. I remember very distinctly my chagrin at arriving in the Mediterranean in 1917 as the youngest officer in the oldest ship—a veteran of the War with Spain—which had proceeded across the Atlantic under full steam and with her two sails set. In retrospect I am proud of that experience. My last duty in the Mediterranean was as a Fleet commander, incidentally the oldest officer in the newest and most powerful ship of her class. On balance, the relatively carefree life of a junior officer in 1917 had many advantages.

I am well aware of the proportion of your time and effort which must be devoted to mastering technical matters—matters which have to do with the mechanisms and use of ships, airplanes and naval equipment. Certainly you must understand and be prepared to care for and use naval material and to perform duties at sea.

However, never forget that a sea officer is primarily a leader of men—that the naval leaders who have won the greatest battles had not only supreme confidence in their own professional skill and ability, but also had mutual trust and confidence as between themselves and their associates—both their seniors and their juniors.

Remember always that you must know your men as individuals, and that your men must feel that you do know them. Foremost in every man's heart is the desire to be known, to be appreciated and understood, to be an individual recognized as your shipmate or your comrade-in-arms, on a basis of mutual respect and mutual confidence.

What is true of your duty afloat applies equally well to whatever shore assignments you may be called upon to fill. You will spend nearly half of your career on dry land. The increasing complexity of naval science alone has produced the necessity of maintaining great technical laboratories for research, experiment, and development in every field and element of naval warfare, underwater, on the surface and in the air.

We cannot even foresee what radical changes the next ten or twenty years will produce in the areas of electronics, nuclear fission and other sciences we have barely begun to understand.

The Navy is pressing its research and development program. Great progress has been achieved in such new areas as guided missiles, automatic equipment to enable the pilots of the newer faster jet aircraft to find, recognize, track and destroy a target, and in atomic propulsion for ships.

I could recount many other examples to show how wide is the opportunity for service and for progress in the Navy. The physical horizons of the Navy are as wide as the world. Its mental horizons have no limits at all.

Let me assure you that in our great Navy there

Reserve Program for Personnel and Ships Pays Off

The Navy's system of mothballing ships, coupled with its well-oiled Reserve program, is paying big dividends in this crucial period of naval and military expansion. In one year after the beginning of the Korean conflict, the Navy has grown 75 per cent stronger, its personnel have increased 85 per cent.

At the end of World War II, much of the Fleet was mothballed—transferred to the Reserve Fleet—at very low cost in materials. Cost for mothballing an *Essex*-class carrier, for example, was about \$100,000. This is little enough when compared to the cost of a new carrier.

Since the Korean outbreak, the Navy has been able to get these inactive carriers and battleships ready for sea in four to eight weeks. Battleships have been tripled, the number of destroyers and destroyer escorts has been increased by about 40 per cent and its aircraft carriers by more than 35 per cent. Similarly, cruiser strength has been upped 58 per cent, submarines 12 per cent and the number of auxiliary craft—such as LSTs and LCTs—has more than doubled.

This time last year, the Navy had personnel totaling 381,000 on duty—not including the Marine Corps. This month it will have approximately 705,000 in uniform and by 30 June 1952 another 95,000 will have been added.

Between 1 July 1950 and 1 March 1951, 230,000 officers and men were added to the Navy. Half of these were Reservists. Seventy per cent of these Reservists were on duty with the operating fleets

by 1 March and another 15 per cent were assigned to overseas bases. By utilizing its pool of inactive Reservists, the Navy has ready access—if necessary—to a source of personnel to man the ships.

Here are some facts pointing-up the value of the Navy's Fleet-in-mothballs and reactivation programs, which illustrates their value to the Navy and the nation from the standpoint of time, money, labor and readiness.

- The cost to the Navy of putting 2,036 ships in mothballs, and for maintaining them in the Reserve Fleet from 1946 through 1951, was \$213,000,000. Compare this figure with the original cost of constructing these ships—\$12,863,500,000. Replacement costs today would amount to \$26,994,500,000.

- On the basis of today's replacement costs, including the expenses of mothballing and maintenance of the Reserve Fleet, the nation has saved itself some \$13,918,000,000.

- The building of ships which were placed in the Reserve Fleet represented originally seven and one-half million man-years in terms of labor. Reactivation requires a mere fraction of that time. It takes about a month to activate a ship.

- Unzippering speed has enabled the Navy to increase its Fleet strength by over 75 per cent in a few months.

- The comparison between \$200,000,000 which it would cost to replace *uss New Jersey* and \$200,000 which it did cost to reactivate, emphasizes the real value of the mothball Fleet.

NAVY STRENGTH

| | Peak 1945 | 30 June 1950 | 1 March 1951 | 30 June 1951** | 30 June 1952** |
|--------------------------------|--------------|-----------------|-----------------|-------------------|-------------------|
| Personnel *** | 3,405,000 | 381,000 | 610,000 | 705,000 | 800,000 |
| Ships | | | | | |
| Battleships | 23 | 1 | 3 | 3 | 3 |
| Midway-class carriers | 0 | 3 | 3 | 3 | 3 |
| Essex-class carriers | 20 | 4 | 9 | 9 | 9 |
| Light carriers | 8 | 4 | 5 | 5 | 5 |
| Escort carriers | 70 | 4 | 8 | 9 | 10 |
| Cruisers | 70 | 12 | 15 | 15 | 19 |
| Destroyers & DEs | 738 | 154 | 205 | 215 | 250 |
| Submarines | 244 | 76 | 76 | 85 | 100 |
| Auxiliary and Amphibious Craft | 62,182* | 315 | 638 | 675 | 880 |

*Mainly small landing craft.

** Approximate.

*** Exclusive of Marine Corps.

will always be a good billet in search of a good man.

No man can make his opportunity. He can only make use of such opportunities as occur. Many have retired after a career of solid achievement, but without having had any great opportunity to distinguish themselves. However, as far as I know, no naval officer has greatly distinguished himself in high command without long and faithful preparation. From the day you join your first ship, your preparation will start. Also, whether you like it or not, your professional reputation will start to accumulate.

The son of Admiral Farragut, our first Admiral, wrote about him in words that have for many years been an inspiration to me:

"The moral of Farragut's life is, that success is not accident; that the surest way to become great is by rising to the top of one's own profession, thoroughly mastering the duties of each grade as it is reached. To such a man, fame, if it comes, is but an episode; his mind is fixed solely upon the full development of his powers and the effective performance of his appropriate work. . . . The Admiral's whole life was a preparation for the brilliant victories won in an aggregate of less than six hours of actual fighting."

Let me urge that throughout your careers in the service of your country you adhere steadfastly to the simple virtues which have characterized our great naval leaders. You may find guidance in the words of Theodore Roosevelt who said:

"Let us see to it that we neither do wrong nor shrink from doing right because the right is difficult; that on the one hand we inflict no injury, and that on the other we have a due regard for the honor and the interest of our mighty nation; and that we keep unsullied the renown of the flag which beyond all others of the present time or of the ages of the past stands for confident faith in the future welfare and greatness of mankind."

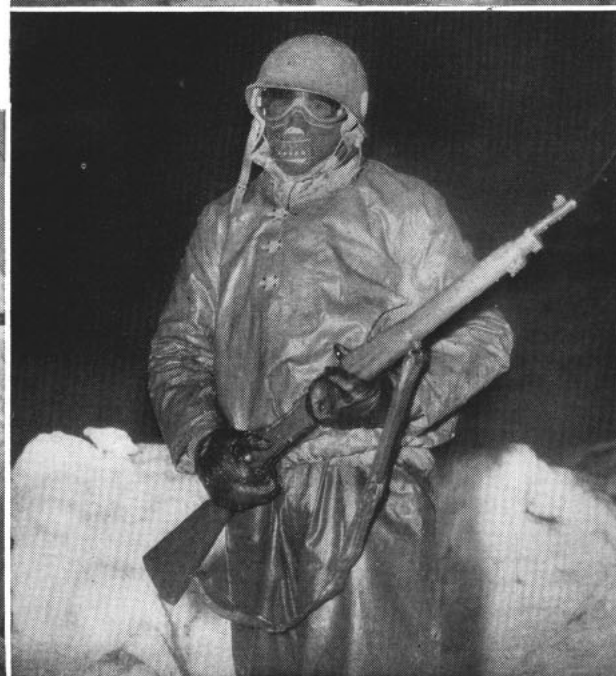
I cannot more fittingly close these remarks than to reaffirm my unwavering faith that the Navy has a glorious future, that in peace and war Navy [personnel] will serve their country unselfishly, faithfully, and courageously; and will set an example to every American in the responsibilities of citizenship.



'Attack' on Alaska

TO TEST U. S. ground defenses around Kodiak, Alaska, the Army, Navy and Marine Corps held a joint exercise in below-freezing temperatures in which they successfully repelled an attack by "enemy" aggressor forces. The "aggressors," operating from a command post set up in a captured ski chalet seven miles from the Kodiak naval base, put up a stiff fight until they were finally subdued.

Upper left: Two marines take prisoner the commander of the opposing "aggressor" force. Upper right: An "aggressor" gunner operates weapon with blank cartridges. Right center: Navy platoon moves up to the "front." Lower right: Warm protective clothing like this was needed in the icy rain, sleet and snow. Lower left: A radio message is received at "aggressor's" command post.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **ENLISTMENT OF ALIENS**—Recent queries have been forwarded to BuPers concerning the enlistment of aliens or non-citizens in the Navy.

Only citizens of the United States, native born or fully naturalized or natives of its insular possessions, are eligible for enlistment or reenlistment in the U.S. naval service.

• **MEDAL PRECEDENCE**—Precedence of the Korean Service Medal has been determined by the Navy, placing the medal immediately following the China Service Medal awarded for service subsequent to 2 Sept 1945.

Requirements of eligibility for the Korean Service Medal were announced in ALL HANDS, April 1951, page 8. Since then SecNav has authorized Commander, Naval Forces, Far East, to determine eligibility of units outside the Korean area on the basis of direct support of the military effort in Korea. This list, after it has been approved by the Chief of Naval Operations, will be published and incorporated as NavPers 15790, "Decorations, Medals, Ribbons, and Badges of the U.S. Navy, Marine Corps and Coast Guard."

Individuals enroute in the Korean area in a purely passenger status, such as an observer, visitor, courier or escort, are not eligible for the Korean Service Medal, unless they or their transport are attacked by or

Navy-Wide PO Exams To Be Held in July

A reminder: Navy-wide competitive examinations for advancement to first, second and third class petty officer rates are being held in July.

• For pay grade E-4—10 July 1951

• For pay grade E-5—17 July 1951

• For pay grade E-6—24 July 1951

Additional information will be found in BuPers Circ. Ltr. 23-51 (NDB, 15 Feb 1951) and ALL HANDS, April 1951, p. 43.

engaged in combat with the enemy. However, patients in a hospital ship shall be considered as attached to the ship and not in a passenger status.

• **RETIRED OFFICERS**—A limited number of younger retired officers who volunteer for active duty and who have special qualifications are being ordered into active service.

BuPers has clarified the policy currently in force which governs the ordering to active service of retired officers. No retired officers are being involuntarily ordered to active duty. In general, officers retired for physical reasons, or who are more than 51 years of age, are not being so ordered.

• **PERSONAL DATA**—To prevent the release of incorrect or outdated information, officers on active duty are advised to keep their Officers' Biography Sheets (NavPers 979) current. Those who have never submitted this form are urged to do so without delay. Information should be sent to Chief of Naval Personnel (Attn: Pers-E221).

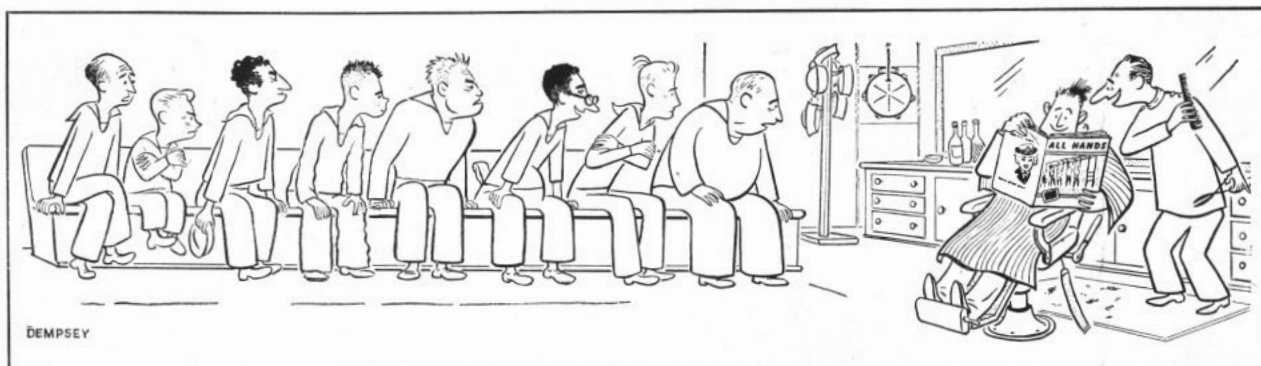
BuPers Circ. Ltr. 37-51 (NDB, 15 Mar 1951) also states that personal photographs should be submitted. Resubmission of photos, however, may be made at the discretion of the individual.

• **INFORMATION SCHOOL**—Convening dates for summer and autumn classes at the Armed Forces Information School, Fort Slocum, N. Y., are tentatively set as follows: Six-week courses—6 June, 25 July and 19 September; eight-week courses—6 June, 15 August and 24 October.

Three different six-week courses will convene on each of the three first-mentioned dates. They are the information and education course for officers, the information and education course for enlisted personnel, and the Pub Info course for EMs.

The eight-week course is a public information course for officers.

Regulations and information concerning the Armed Forces Information School are contained in BuPers Circ. Ltr. 120-49 (AS&SL, July-December 1949). While most facts concerning the school are unchanged, the following revisions should be noted: The officers' public information course is shorter than before, and the school is no longer located at Carlisle Barracks, Pa. Also, a new "Pers-number" should now be used when submitting requests to the Chief of Naval Personnel. It's now Pers-C1221 instead of Pers-4221.



PASS THIS COPY ALONG—Remember, you and the barber are only two of the 10 persons who should read this copy.

Evening Dress Uniform Continues as Optional

Officers of the rank of commander and above will not be required to have an evening dress uniform on 1 Oct 1951, according to BuPers Circ. Ltr. No. 43-51 (NDB, 31 Mar 1951).

A previous directive had established that date for mandatory possession of the uniform by officers of the rank of commander and above, except Reserve and temporary officers.

The evening dress uniform will continue to be an optional uniform. At some later date, however, mandatory possession requirements will be established.

• **RED CROSS AID**—Sailors faced with family emergencies that may require their presence at home can call on the Red Cross to help them.

If a man wants more information on conditions at home—perhaps his wife has been hospitalized and he wants to know if she really is “doing fine”—he can contact either the Red Cross field director at his station or the nearest Red Cross office.

Or, take the case of a man at sea in the Korean area. He would tell his CO about the situation and his CO would then contact the Red Cross field director at the nearest port, if within communication distance, or the National Headquarters, American Red Cross.

In either instance, a dispatch would be sent to the sailor's home town Red Cross Chapter and a report would be sent to the sailor or his CO. Such action often relieves the man of undue anxiety and enables him to decide whether he should apply for emergency leave.

If the situation at home involves emergency leave, the serviceman, his family, or the Navy may ask the Red Cross to submit a report on the emergency. The Red Cross wires the report to the sailor's ship or station, where it is transmitted to the man's commanding officer by the field director. The CO then decides whether or not emergency leave can be granted.

This service is especially valuable when the sailor has used up all of his leave and the question of granting emergency leave in excess of his allotted leave arises.

• QUEEN ALLOTMENT—Enlisted

personnel will be hearing more and more about “Q” or “Queen” allotments as a result of the Dependents Assistance Act of 1950, Public Law 771, 81st Congress.

This act established new basic quarters allowances applicable to all enlisted personnel with dependents. The new BAQ is credited to the pay account of an enlisted person who claims a dependent by making application at his duty station. He must substantiate his claim, however, by registering an allotment—the “Q” or “Queen” allotment—in behalf of the dependent. The allotment check is for a sum equal to the amount of the enlisted person's quarters allowance plus a minimum contribution from his basic pay.

If an enlisted member has a legal dependent but refuses or fails to submit a claim for that dependent, the dependent may notify the Chief of Navy Personnel, showing proof of dependency status. Consideration will then be given to the dependent's entitlement to a monthly allotment. If the claim is found valid, SecNav may direct payment of allowance for quarters and payment of an allotment—with or without the consent of the serviceman concerned.

• **FINANCIAL STATEMENTS**—Revised forms for the monthly financial statements of commissioned officers' and warrant officers' messes, CPO messes and enlisted men's clubs ashore are now available and are to be used as soon as they are obtained from District Publications and Printing Offices—in all cases by 1 July. All old-type forms are to be discarded by that date, according to BuPers Circ. Ltr. 51-51 (NDB, 15 Apr 1951).

The first printing of the revised forms, NavPers 2191 and 2192 (Rev. 2-51) was corrected by “errata sheets” furnished with all shipments of forms. Corrections were made before the second printing, designated NavPers 2191 and 2192 (Rev. 4-51).

Enlisted men's clubs that are merely resale activities operated under the Navy Exchange system need not file the monthly financial statements. All EM clubs having income from sales, admissions, game nights, vending machines, amusement devices or other sources must submit these statements.

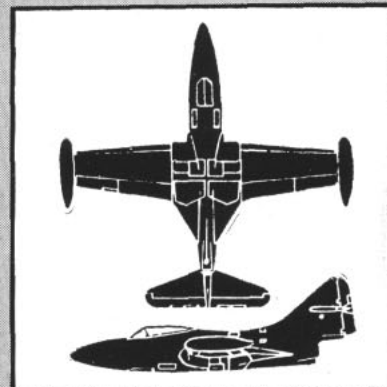
QUIZ AWEIGH

In the spring a young sailor's fancy turns to thoughts of practically anything but quizzes. It shouldn't take long, however, to breeze through this one.



(1) The specialty mark at the left is worn on the rating badges of (a) librarians (b) printers (c) chaplain's assistants.

(2) Wearers of the mark at the right are (a) communication technicians (b) telemen (c) radio yeomen.



(3) These Navy aircraft silhouettes identify a (a) Tigercat (b) Bearcat (c) Panther.

(4) The plane is an (a) F9F-2 fighter (b) AM-1 attack (c) P2V patrol.



(5) These men are loading (a) blood plasma tanks (b) fire extinguishers (c) rockets.

(6) The vessel on which this scene is taking place is an LCM, which initials stand for (a) landing craft medical (b) landing craft mechanized (c) landing craft medium.

ANSWERS TO QUIZ ON PAGE 53

They See That You



INSTRUCTING a seaman how to register for a package at the Fleet Post Office at Pearl Harbor, T.H., Eugene Madsen, TE2, indicates the familiar dotted line.

DELIVERING MAIL is a tough job when a good share of the recipients are just a-passin' through, say the men who work at the Navy's Fleet Post Office, Pearl Harbor, T.H.

But what is really rough is to go through a day's mountain of mail without finding anything with your own name on it. "It seems like I could find one letter for myself out of 3,500 pounds of mail," mourned one young sailor. "But," he contin-

ued, "it's good duty, working as a postal clerk." And, of course, he gets his share of mail. It just seems like less, compared to the masses of it that go through his hands.

Before going any further, let's clarify one point: The Fleet Post Office at Pearl Harbor isn't to be confused with the one at San Francisco or the one in New York City which are primarily liaison offices with the postmasters of the respective cities. The mail is not processed in either the Fleet Post Office San Francisco or the Fleet Post Office New York but is handled by the military section of the city post office.

Fleet Post Office Pearl Harbor not only maintains liaison with the other local post offices but processes and dispatches all incoming and outgoing mail to and from naval units in the area as well as other Navy post offices and ships in the Pacific. In addition to the distribution and dispatch of mail, Fleet Post Office Pearl Harbor also provides money order, stamp, registry and insured service.

Like many other Navy post offices, the Fleet Post Office at Pearl handles an amazing amount of mail. In order to keep the letters moving and insure best utilization of all possible transportation it is necessary to operate 24 hours a day, seven days a week.

According to Pearl postal men, it isn't the quantity that gives them a struggle, it's the mobility. It isn't the

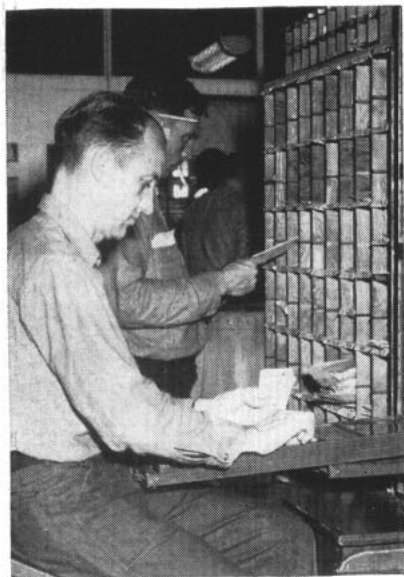
job of handling and sorting the daily tonnage; it's the problem of keeping up with the units and men that are to receive it.

The lieutenant in charge of FPO Pearl Harbor, says that his organization operates much the same as any post office in the U.S. except for the added job of tracing transients. Most of the sailors working there were once civilian mail clerks. One teleman first class, USNR, was employed at a stateside post office for 27 years.

The mail load that comes into Pearl Harbor varies with flying conditions and ships' schedules. However, the daily average reaches a figure of nearly seven tons. Magazines and packages made up a goodly portion of this mass. But letters—tied in bundles of approximately a pound each—constitute a fair share of it too, and require the most work per pound.

"There never is an end to the flow of mail," says the officer in charge. "Our primary consideration is to serve the Fleet and to move the mail along as swiftly as possible to the respective ships and units. We also serve the vessels of other U.N. navies operating in this vicinity."

"We also work in conjunction with the Honolulu post office and Army



LOCATING a ship's position, Carl Ryan, TE1, will now place a letter in its correct slot to reach its destination.



DISPATCHING mail, A. Y. Jones, TEC, who is in charge of the section, checks the weight of an outgoing sack.

Get Your Mail

post offices here to expedite delivery," said the officer in charge. "Through this cooperation, mail between Honolulu and the military services in this area moves more swiftly than it would otherwise."

The men in the Pearl Harbor Fleet Post Office are proud of the work they are doing. They will readily tell a visitor of the efficiency of their office and of how little mail is returned to sender as undeliverable. Their worst headaches are caused by personnel failing to leave a forwarding address or instructions when transferred, and by mail improperly addressed. An average of 100 letters a day are received which are undeliverable and must be returned to the sender. The most common fault in these letters is the use of an incomplete or improper address. Navy mail should be addressed as follows: Name, rate, Division or Unit or Box Number (if applicable) Name of Ship or Station, Navy Number (if applicable) Fleet Post Office, San Francisco, Calif. (or Fleet Post Office, New York, N.Y.).

"Most of the Navy public," declared one of the telemen, "doesn't realize the work involved in sorting and delivering mail. In a case of non-receipt, it's usually because the individual is careless in informing his correspondents of his correct address or fails to leave a forwarding address. We do everything in our power to get the mail delivered."

Besides its accomplishments in getting the mail through, the Pearl Harbor FPO does a huge business in insuring and registering mail and in the sale of stamps and money orders. The annual stamp sales alone run into a quarter million dollars — enough stamps to mail five million letters. Their business is increasing, FPO Pearl Harbor people say, as the military services expand to meet the current emergency.

The rapid movement of mail to the far reaches of our Navy is a matter regarded with great intensity by a great many people. And it isn't all a matter of getting those "sugar reports" on schedule, although that's important too. For instance, the monthly newsletter of the seaplane tender *uss Gardiners Bay* (AVP 39)



UNLOADING air mail sacks from a plane, work party reloads them into truck for transport to FPO. Bulk of such incoming mail is periodicals and packages.

tells the following tale of anxious awaiting:

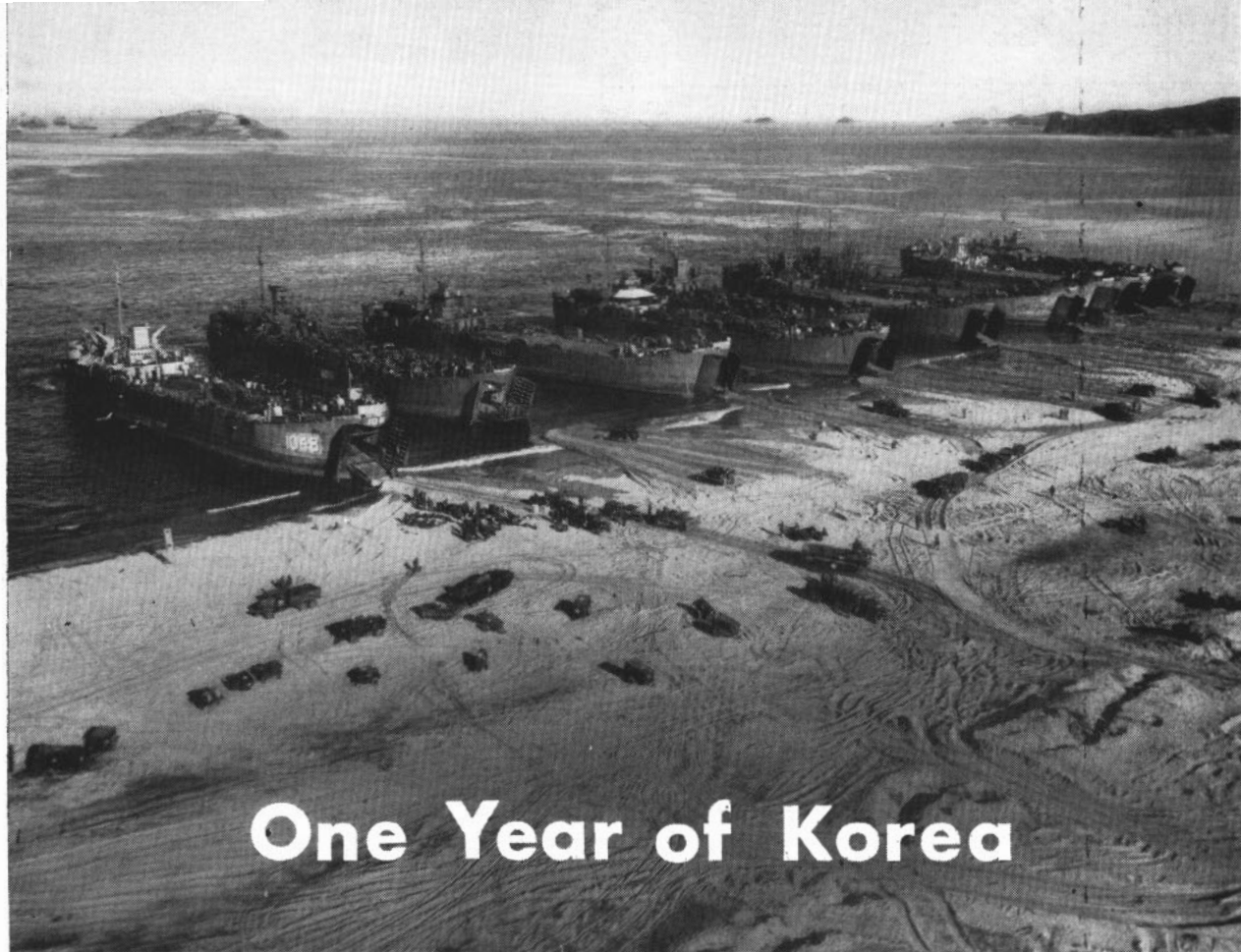
"A total of 66 men competed in the January fleet-wide examinations for advancement in rating. Anxious moments were experienced when the examinations had not arrived by 9 January. We received 'a stay of execution', however, when ComFair-Japan authorized a three-day delay in holding the examinations for pay grade E-4. Fortunately, the exams arrived the evening of 11 January along with 35 sacks of mail that had trailed us for nearly a month. All

candidates for advancement in ratings are now anxiously awaiting the results of their efforts."

Navy postal clerks everywhere often have to work hard and put in long hours. At FPO Pearl Harbor they have to work hard almost all the time they're on duty. But, says the 27-year postal employee mentioned earlier, "The younger fellows here have an ideal opportunity to learn a good trade. It's an essential trade in the Navy or out of it, and carries a chance for a good job after they return to civilian life."

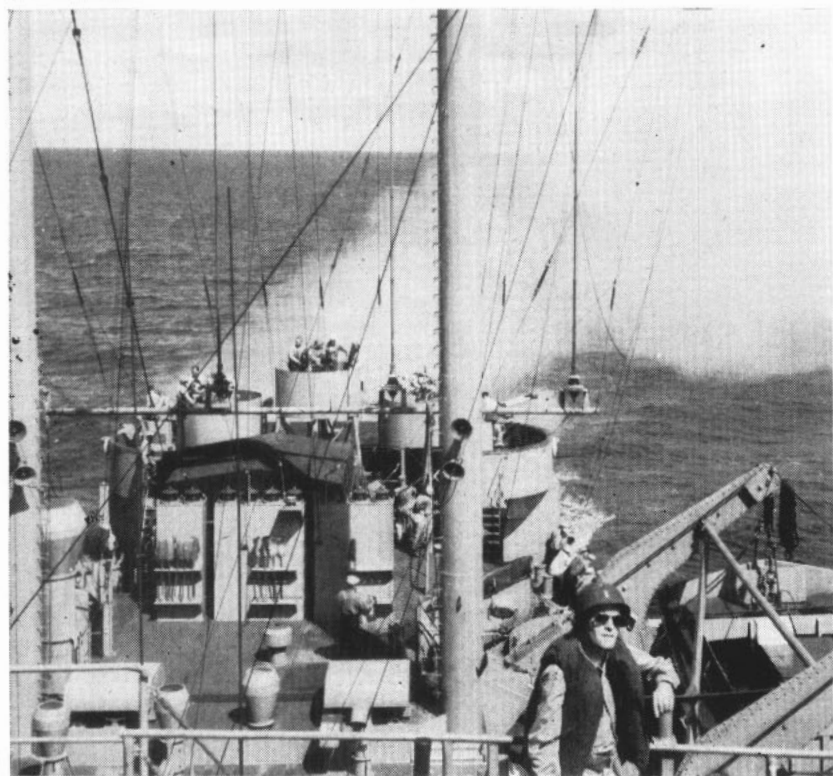


DISCONSOLATE Orlando Smith, TE3, sits atop a pile of mail which has just arrived aboard ship. Like air mail, it too will be loaded into trucks to go to FPO.



One Year of Korea

AMPHIBIOUS vessels such as these LSTs enabled allies to sweep around the enemy's flank and mount an attack.



SMOKE SCREEN is laid by command ship in practice exercises off the Korean coast. Far East action gave Navy chance to test new procedures in combat.

ONE YEAR AGO this month the 38th parallel suddenly became a front page news story when—at 4 a.m. on 25 June 1950—Communist forces from North Korea crossed the parallel in an unannounced, full-scale invasion of the Republic of Korea.

During the past 12 months, the land-sea-and-air struggle to save South Korea from being completely overrun has seen the Navy playing an important and in some ways an entirely new role in modern warfare.

While Army and Marine forces fought to slow down the first North Korean offensive in the early days, naval guns from ships at sea joined with ground artillery to put up a barrage against the enemy's front lines and rear support areas. At the same time carrier planes joined the Air Force in bombing bridges, ammunition depots, tank and truck convoys, and enemy troop concentrations.

The Inchon amphibious operation, in which the Navy played a vital part, marked the United Nations first major counter-offensive on 15

Sept 1950. Just 83 days after the 38th parallel was first crossed, a force of 262 ships, sparked by cruisers and destroyers of Task Force 77, landed 23,000 troops at Inchon on the Yellow Sea.

Another vital job in the Inchon attack was performed by the Navy's "Can Do" component—the Seabees. Members of Amphibious Construction Battalion One had the tricky assignment of getting troops ashore quickly, in a coastal area known for its strong currents and wide tide range. Carrying portable pontoons along the side of their ships, the Seabees strung up a pier and causeways in a matter of hours, keeping up the shoreward flow of men, vehicles and supplies.

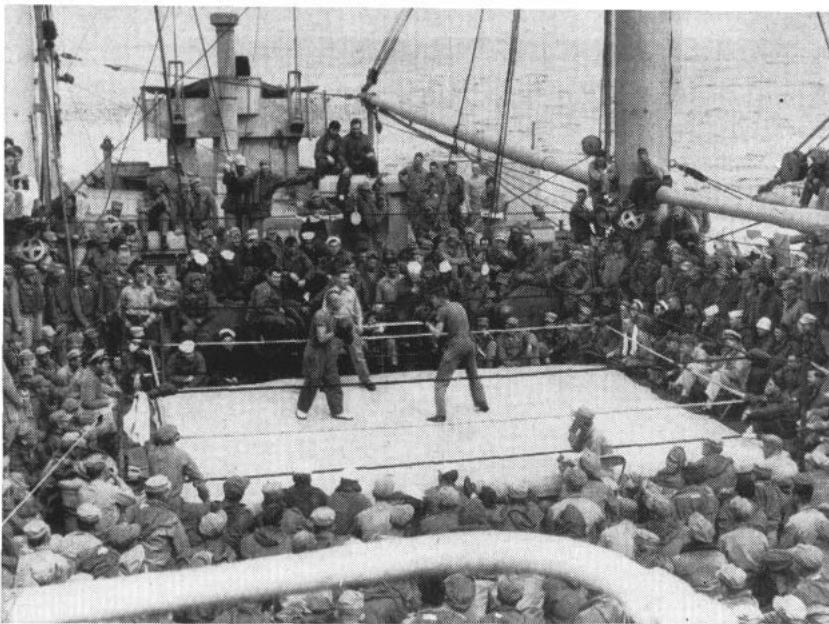
On 23 September *USS Missouri* (BB 63) celebrated its Korean debut with fireworks from her 16-inch guns aimed at Communist concentrations. *Missouri* was to lead the mobile sea-borne artillery on both sides of the Korean peninsula for months to come.

Within 15 days of the Inchon offensive, the United Nations forces had relieved the southern capital of Seoul and had driven the North Koreans back across the 38th parallel.

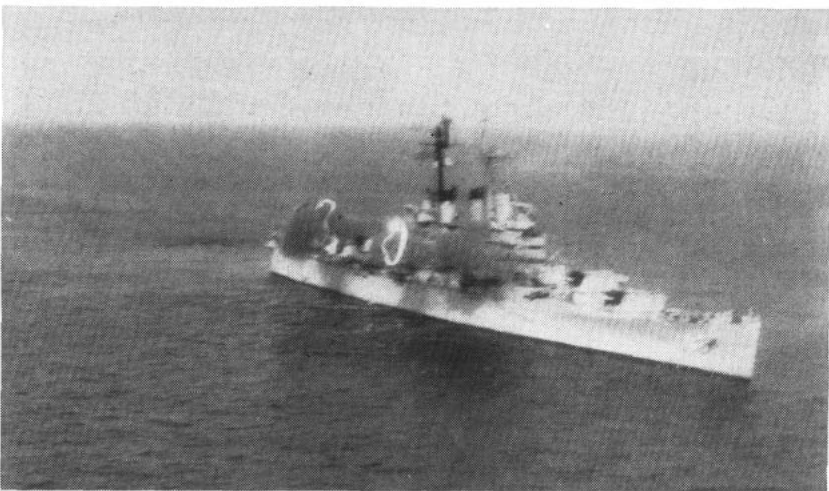
In October the U.N. team repeated its success with another amphibious landing at Wonsan—but not until after the Navy had cleared up one of the "most intensive minefields in history." The sweeping operation involved not only surface ships but naval aircraft and the Navy's underwater demolition teams. Before the Wonsan operation the UDT experts had played a big part in the Inchon offensive, performing not only in night demolition raids but in reconnaissance sorties which extended as far as 300 miles north of the front lines.

United Nations' troops fought their way to the Manchurian frontier on 21 November, but the hopes for an early end of the conflict were destroyed a few days later when the second major Communist offensive was launched. It started on November 26, with the North Koreans bolstered by 200,000 organized Communist troops from the People's Republic of China.

With their principal routes of supply cut, Marine and Army units in the Changjin Reservoir area were ordered south to Hungnam. They fought their way through numerical-



BUILD UP of forces to meet the Communist aggressor was achieved by Navy and MSTs by transporting thousands of men to Korea from Japan and U. S.



CLOSE SUPPORT of troops was furnished with pinpoint accuracy by ships like *USS Manchester* (CL 83). Below: Drive north was aided by landing at Wonsan.





TROOPS fought two enemies—the Korean winter was bitter (left) and Communists' weapons meant casualties (right).



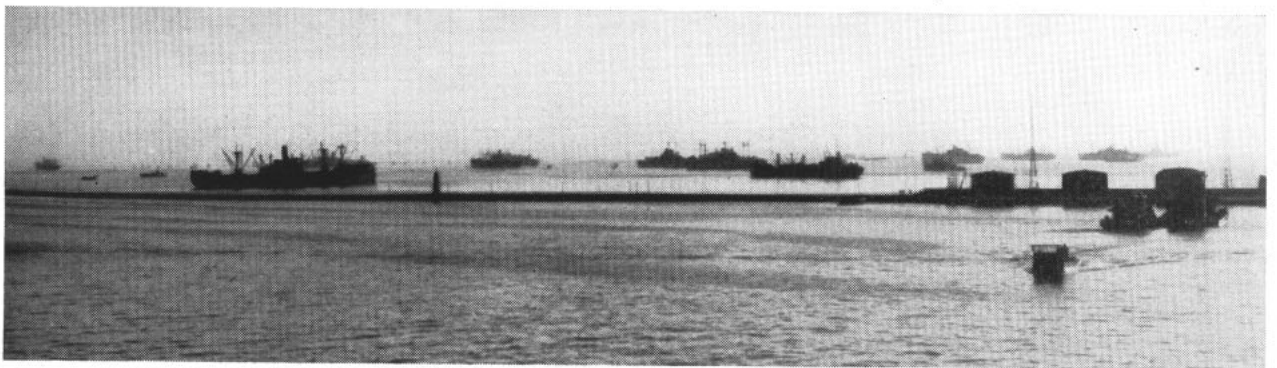
EPIC WITHDRAWAL of First Marine Division to the sea from the Chosin Reservoir was forced by the mass attack by the Chinese Communists in November.

ly superior Communist forces for 14 bitter days and reached Hungnam for evacuation by sea.

The U.S. Navy's evacuation of American troops from Hungnam in December has been called one of the finest accomplishments of the Korean struggle, a "massive landing operation in reverse." Among other things the Hungnam evacuation pointed up the high degree of development and coordination in the field of communications.

Falling back after the Hungnam evacuation, the United Nations forces set up defenses at the southern end of the Korean peninsula, and then countered the second Communist offensive with a steady bombardment—during the first months of 1951—from Air Force, Navy and Marine planes.

While U.N. ground troops were forcing their way back up to the 38th parallel, combined naval air



END OF THE LINE—temporarily—lay at Hungnam where U. S. transports waited to take troops once more to safety.

and surface craft concentrated on round-the-clock blasting of important rail and highway arteries. The besieging forces and planes of Task Force 77 dumped tons of high explosives on both coasts, against such targets as Songjin, Chongjin, and Wonsan. Hamhung was burned. A "bridge-busting" campaign accounted for the destruction of more than 150 strategic rail and highway bridges.

On Sunday, 22 April 1951, U.N. forces had worked their way about 12 miles north of the 38th parallel. On the same day the North Koreans and Chinese Communists started their expected Spring offensive.

In this third round of the Korean contest, which is still in progress, the Communists are paying a terrific toll in men and materials.

Here are some of the achievements of the Navy since the Koreans launched their third offensive.

- The mobile seaborne artillery barrage is continuing from both coasts.

- The naval sieges of Wonsan and Songjin are breaking records for continuous attacks on land targets.

- The sea blockade has been so successful that no traffic has been operating in Korean waters since the outbreak last June.

- Naval and Marine aircraft, both carrier and land-based, have added to the mounting statistics on troops and supplies destroyed during day and night sorties. By April *Philippine Sea* (CV 47) had staged her 10,000th combat landing since leaving the states last July—and her achievement is typical of that of all the carriers fighting the Communists.

- Practically every weapon known in naval warfare has found its use in the Korean conflict. Even aerial torpedoes have played their role against inland targets, when *Skyraiders* successfully launched a torpedo attack against the Hwachon Reservoir dams in east central Korea.

In the nine-nation U.N. fleet, our Regular Navy and Marine Corps are teamed up with fighting units from the peacetime civilian components. An increasing number of Reservists are helping to man a sea force which is growing daily as ships and aircraft come out of mothballs. One-fourth of the men in Navy ships and planes in the Korean theater today are Reservists, along with two-fifths of the men in the 1st Marine Division.



STRIKING POWER of naval air was demonstrated by Task Force 77 whose planes pounded targets unmercifully. *Skyraider* (above) revs up for mission.



BLASTED DAM and bridge shows the evidence of accurate run by Navy dive-bomber. Dams, bridges, railroads, locomotives and trucks are prime targets.



COMMANDO RAID—In a coordinated attack, British marines leave the LSD *Fort Marion*. Raid was a success—Tommies blew up 100 feet of railroad track.



HISTORIC SPOT where Sir Francis Drake coolly ended a game of bowls before sending his ships to sweep Spain from the seas, revisited by tars of a new age.



MUZZLE-LOADER of ancient type, adorning Armada Memorial on the Hoe, is examined by Percy Burke, SSgt, USMC, of the USS *Columbus* detachment.



Plymouth :

PLYMOUTH, ENGLAND — This English Channel port, peopled by a proud seafaring citizenry which traces its ancestry back to the Domesday Book of William the Conqueror, is fast becoming a "European Norfolk" to thousands of U. S. Navymen. They call it "Home Port, Europe."

Plymouth is currently the base of operations for CinCNELM's flagship, at present *uss Mt. Olympus* (AGC 8), and has mothered hundreds of U. S. warships since the Navy first moved into the port late in 1942. The cruisers *uss Houston* (CL 81), *uss Wilkes-Barre* (CL 103), *uss Little Rock* (CL 92), *uss Spokane* (CL 120) and *uss Fresno* (CL 121), as well as scores of destroyers and tenders, have operated from the Devon port.

Although steeped in the ancient traditions of maritime England, Plymouth has one especially vital link with the young U. S. It was from this city that the Pilgrim fathers sailed in 1620 aboard the *Mayflower* for the New World. The spot from which Miles Standish and company embarked is marked by what is called the "Mayflower Stone."

From Plymouth Sound, familiar to many thousands of American sailors, Napoleon Bonaparte enviously viewed the port itself, but never entered it. From the Hoe—the city's community park—Sir Francis Drake first saw the mighty Spanish Armada when he looked up from his game of bowls. Legend has it that the Admiral said, "There's plenty of time



U. S. Navy Haven

to finish the game and beat the Spanish after."

Plymouth abounds with famous tourist meccas. One of these is its Elizabethan House, located in a street which greatly belies its own name—New Street. It dates back to the 16th Century. Another is the Royal Citadel, still in a state of perfect preservation though its first stone was laid in 1666. In the hoe itself stands Smeaton's Tower, a lighthouse removed from a reef many miles at sea and rebuilt in its present location.

A wealth of antique shops adds color to the centuries-old business districts of the city. They provide an unexhaustible source of genuine and precious souvenirs for the sailors who explore the city's streets. One of the most popular is the Round House, a stone's throw from the Mayflower Stone. In that building, on the night of 5 Sept 1620, the Pilgrim fathers were, according to an old account, "kindly entertained and courteously used by divers friends there dwelling." This was their last night in their homeland.

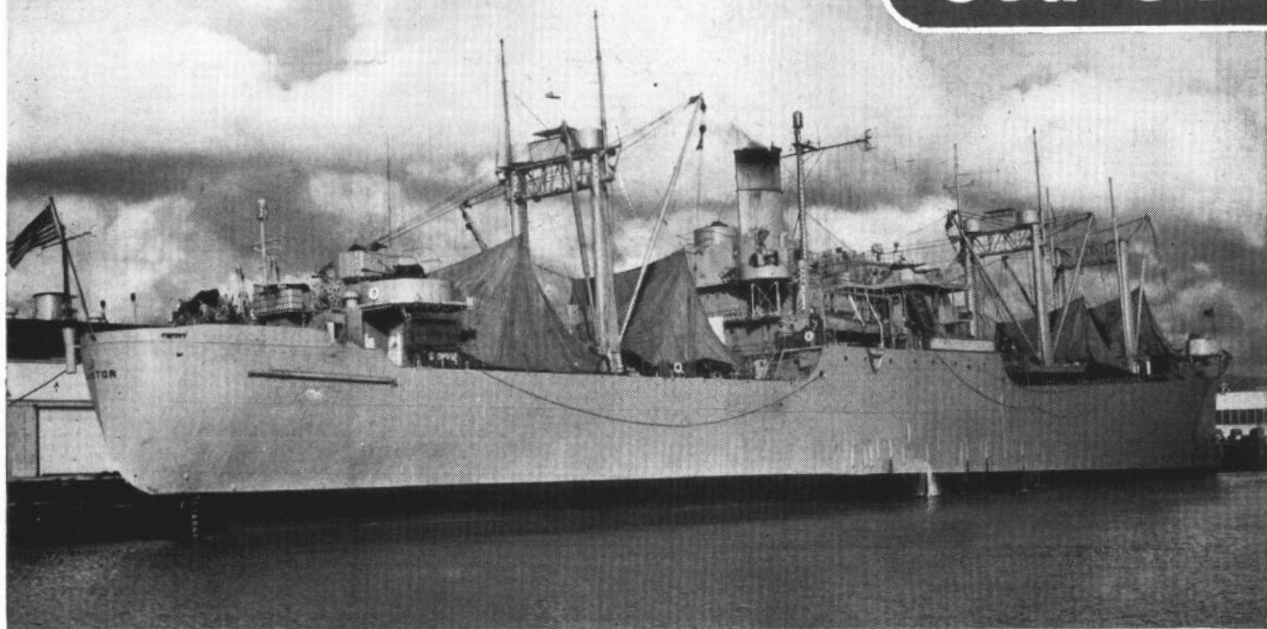
During the war, Luftwaffe raids on Plymouth during the Battle of Britain left a trail of destruction that will not be erased during the lifetime of the present populace. But, with the confidence of a modern-day Sir Francis Drake, the people of Plymouth are working to rebuild their city once more into one of the finest in Britain.—Kenneth Barnsdale, JO1, USN.



CURIO SHOP window offers a tempting invitation to visiting sailormen. Left above: Mayflower Stone marks spot where Pilgrims embarked for New World.



CAMERA-SHY resident points out Round House where Miles Standish and his hardy group of Pilgrim colleagues spent their last night in Great Britain.



RIGGED FOR RAIN, tents hang over open holds of USS *Castor* (AKS 1) as ship takes on stores at Oakland, Cal.



SIGNAL GANG is kept busy at sea handling requests from other ships. Below: Storekeepers check an invoice of items distributed against ship's stock list.



THE SK2 handed another batch of requisitions across the counter. "Now under 'R', sir, we'll need four rasps, five raincoats, 16 ratguards, 25 razors, one rigging screw, 20 boxes of rubber bands, 60 bales of rags. . . ."

Sounds like some extravagant sail-or let loose in a super mail-order house, doesn't it? Such scenes, however, are an everyday occurrence on-board three ships of the Navy.

Nicknamed "sea-going department stores" these ships are carried on the books as "general stores issue ships." They are USS *Castor* (AKS 1), *Pollux* (AKS 4) and *Mercury* (AKS 20). The first two are units of the Pacific Fleet while *Mercury* operates in the Atlantic.

Stores working parties returning to their own ships from the AKSs usually tell their shipmates that they were onboard "some kind of a supply ship." As regards the *supply* part they are not far from being right; but there are several varieties of supply—more accurately *issue* ship—of which the AKS is a highly specialized sort.

It comes under the heading of Fleet issue ship, of which there are five different types. The other four types are provision ship (AF), aviation supply ship (AVS), ammunition ship (AE) and oiler (AO). A cargo ship (AK), oddly enough, does not come under the heading of Fleet

Department Stores

issue ship. This is because cargo ships are harbor-to-harbor carriers, picking up their cargo in one port and unloading all or most of it in another. On the other hand Fleet issue ships steam with the Fleet, provisioning underway, or remain in port issuing to the Fleet.

Stores carried by AKSs for issue are ship's store stock, general stores, clothing and small stores—items needed to keep a ship operating and to keep men in fit condition to operate the ship.

These Fleet issue ships are able to supply more than half the classes of material provided by the Navy's supply system for all vessels. Marine hardware, chemicals, office supplies, leather, tableware, pipe fittings—the list is long and varied. More than 7,500 separate items are carried. The two most in demand are paints and bales of rags, in that order.

AKSs often duplicate some activities of tenders supporting destroyers, submarines and smaller ships. They make their own small stores and clothing and ship's service facilities available to men of the smaller ships.

Few of the Fleet's auxiliary vessels are more aptly named than *Castor* and *Pollux*. The originals of those names were two brothers worshipped by the ancients as patrons of men in war and on the sea. *Mercury* is also well named. As messenger of the gods he covered a lot of territory.

During the period from the end of World War II to the Korean fighting, only *Mercury* served continuously. The other two, after heavy wartime and postwar schedules, spent periods in mothball Fleets on the West coast. *Castor* was in the Mare Island group from January 1947 till early 1951. *Pollux* spent 10 months during 1949 in the San Francisco group of the Pacific Reserve Fleet. At one time near the end of the last war there were almost 20 AKSs in service, among them converted LSTs and Liberty ships.

All three of the present AKSs are Maritime Commission type C-2s: 459 feet long, 15.5 knots, 14,000 tons displacement. Each is superbly equipped for the Fleet issuing job. Typical of them is *Castor*; being the



NIGHT LOADING like this is nothing new to a sailor aboard a stores issue ship. Vessel carries 7,500 items ranging from paper clips to pipe fittings.



GOOD CHOW is always on hand in these seagoing department stores. Below: Several crew members of *Castor* relax beside ship's 5-inch gun on the fantail.





Ship Has Big Sale

Shopping was made easy for the crew of *uss Princeton* (CV 37) during a short liberty in Japan. With little time available between strikes in Korea, ship's service officers made the most of it by going ashore and bringing back hundreds of items. Then came the big bazaar.

Milling about loaded counters, souvenir-seeking crew members took their pick of silk brocade, cultured pearls, chinaware, jade, mandarin coats, ivory, amber, and samurai swords—at reasonable prices. Happy shoppers (above) try on mandarin coats. Center: Buyer regards samurai sword. Below: Satisfied, a crewman pays his money.



first of the AKSs and because of her reputation for fast and efficient issuing she is often called "Old Lady Can Do."

Castor was the first-built of this type of Maritime Commission ship and the first taken over by the Navy. Commissioned at New York Navy Yard in March 1941, she steamed south to Norfolk where she picked up her cargo, transited the Panama Canal and proceeded to Pearl Harbor. Soon after, she was issuing to the Fleet.

She made a few runs back to San Francisco to replenish, managing to be back at Pearl Harbor in time for the Japanese attack. At that particular time, however, instead of her usual cargo her holds were loaded with aviation bombs.

Had the Japanese known of her presence at the submarine base, they probably would have bombed her. With her lethal cargo the resulting blast would have doubled the harbor area of Pearl Harbor.

During the Pacific phase of the war, after her Pearl Harbor debut, *Castor* spent most of her time in the forward areas. Some of the islands and island groups where she earned her reputation were the Gilberts, Fijis, New Hebrides, Marshalls, Ellices, Admiralties, New Guinea and Okinawa.

Statistically speaking, *Pollux* has several interesting figures to offer as a result of a recent Fleet-issuing operation. She serviced 100 ships in 10 days. Her 185,000 cubic feet of storage area was filled with more than 3,000 tons of general cargo. A requisition for 70 diversified medical items was sent aboard from the shore medical dispensary at Salebo, Japan, and every item was made available. During a single day in just one of *Pollux's* five holds there were working parties from 11 United Nations ships.

Castor, after her period in the Reserve Fleet, has rejoined her two sisters. Between these three sea-going department stores there will be a lot of issuing of needed supplies. One of the latest cargo loads of *Castor*, for instance, included an extra supply of medical items. These were sufficient to supply the needs of 100,000 men for 30 days. Those supplies were mighty handy when *Castor* arrived in the Korean theater to restock depleted stocks of Fleet ships and bases ashore.



Enlisted Men's Club

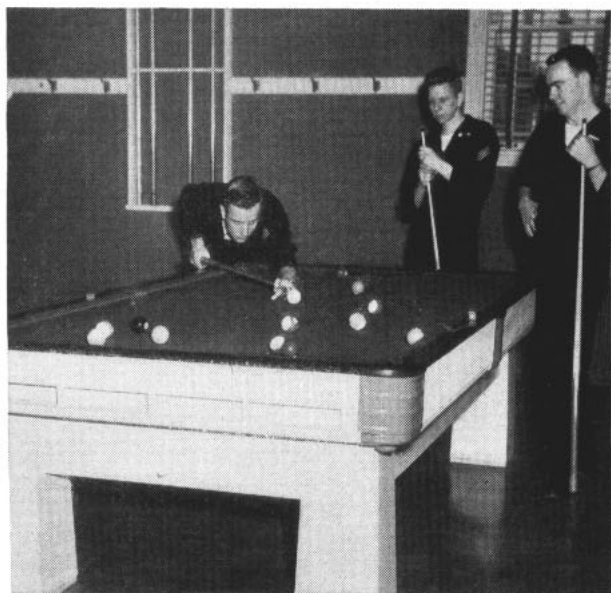
THE LATEST in enlisted men's clubs has opened its doors in the crowded area of Norfolk, Va.

Located at the Naval Receiving Station (across the street from the station swimming pool), the new club is fitted out to provide a liberty-bound sailor with everything from an evening of tele-viewing to game of tenpins in the bowling alleys.

Although built for the enjoyment of bluejackets, the new haunt is available to other area servicemen as well. Doors stay open daily until 2300 in the evening.

Hub of the club is the gaily decorated Mexicano Canteen (upper left) where a fellow and his date can enjoy a sandwich and beverage beneath multi-colored awnings and murals in the Latin manner.

After you check your hat at the door (upper right) you're ready to step onto the dance floor (right). After a snack (below right) a game of pool is just the thing to round out a pleasant evening.



Brief news items about other branches of the armed services

* * *

TREATMENT OF BURNS from atomic blasts has been simplified and improved by Army doctors.

The first is called the "open" method. No dressing or bandage of any sort is used. The burned surface is merely exposed to warm, dry air. A dry crust usually forms in 24 hours. The patient is given a high calorie nutritious diet and antibiotic drugs are used to prevent infection. The treatment is most successful in caring for burns involving less than 15 to 20 per cent of the body surface.

The other method uses specially constructed "pressure" dressings that do not require changing until second degree burns are healed or third degree burns are ready for skin grafting. Burns involving more than 20 per cent of the body surface can be successfully treated with this method.

Neither system uses medication on the surfaces of the burns. Both are expected to save time as well as material. Patients will be able to help themselves more and will require less hospitalization.

The methods are now being standardized in Army hospitals after three years of research by the Surgical Research Unit, Brooke Army Medical Center, Fort Sam Houston, Texas.

* * *

THE ARMY'S NEWEST AND MOST VERSATILE amphibious vehicle, the "Otter," is now going into mass production. Like its World War II predecessor, the "Weasel," it can plow through mud, go through water and travel speedily over land; but it is bigger, faster and easier to handle.

Designated M-29 Cargo Carrier, the Otter can carry a large number of fully equipped troops a longer distance than the wartime Weasel.

The Otter incorporates all the features of its wartime counterpart plus several postwar developments. Army ordnance experts state that handling the Otter is "child's play" and requires no special training despite the fact that it is a track-laying vehicle.



ARMY AMPHIB nicknamed the 'Otter' can move easily through the water and attain 30 m.p.h. over land.



NEW WING TANKS enable Air Force's XF-91 jet interceptor fighter to carry an extra 500 gallons of fuel.

CIVILIANS APPOINTED AS AVIATION CADETS in the Air Force must enlist for a four-year period, according, to a newly established policy.

This change means that cadets who are eliminated for academic reasons for flying deficiency prior to completion of training will revert to airman status and be retained in the service. Formerly they were allowed to return to civilian life.

Enlistments will be made in the grade of private unless the individual has special skills which qualify him for enlistment in a higher grade. Regardless of grade, he will be appointed an aviation cadet when he enters flight training.

Those eliminated will revert to the grade held at the time of appointment. This has been the policy for enlisted men appointed to cadet training who, if eliminated, are returned to their former duty assignments.

Cadets who are eliminated are urged to apply for other air or ground crew specialist training.

* * *

SEASONED ARMY VETERANS of the Korean fighting—50 company grade officers and 100 non-commissioned officers—are being exchanged for a similar number of instructors and trainers now in the U.S. as an extension of the Army's plan to give all soldiers the benefit of "on-the-job" combat experience.

Previously, some combat commanders from Korea were given critical training posts, and a number of combat casualties—back in the U.S. and returned once more to active duty—were assigned as instructors at schools and training establishments.

Those selected for the "exchange" are flown to the U.S. after their replacements arrive at the Far East Command.

* * *

JOINT AIR-GROUND INSTRUCTION designed to teach ground troops the proper methods of calling for air strikes against enemy troops and to train Air Force units to carry out tactical air support is being conducted at all Army units of battalion size or larger in the United States.

Each unit is given classroom instruction and actual battalion exercises combining ground unit activities with air cover. Firing exercises complete the course.

Instructors are from the Tactical Air Command's Ninth Air Force and the Army Air Support Center, Fort Bragg, N. C.

THE ARMY'S NEWLY ORDERED BUSES are designed to do double-duty. Each bus will seat 37 passengers and can be quickly converted into an efficient ambulance.

In less than 30 minutes, the seats can be folded to accommodate 14 litters. In about 45 minutes, all seats can be removed to make room for seven additional litters.

The bus is similar in appearance to intercity passenger buses except that it is equipped with two rear doors to facilitate the moving of casualties.

A total of 1,509 vehicles have been ordered at a cost of \$13,000 each. The special equipment used to convert them for ambulance service represents approximately four per cent of the cost.

★ ★ ★

A NEW TURBO-JET ENGINE, so powerful that four will replace the six engines now used on the big XB-47 bomber, is now in production for the Air Force.

Designated the J35-A-23, it is claimed to be the most powerful jet powerplant for which a production contract has been let.

★ ★ ★

THREE LARGE "ICE ISLANDS"—up to 25 miles wide and 1,000 feet thick—have been discovered in the Arctic Ocean by an Air Force weather reconnaissance squadron. Reports by Arctic scientists had tipped the fliers off to the probability of the existence of these islands.

Because of their solid and long lasting characteristics, floating islands of this type might be developed into possible scientific test areas, according to speculations of some scientists.

Last winter Air Force crews of seven to 10 men spent periods as long as a week on much smaller ice floes off the Alaskan coast to test survival equipment. These floes are eight to 12 feet thick and a few thousand feet long. C-47s have made successful landing on these smaller floes, indicating the potentialities of future scientific and strategic use of the larger ice islands.

STEEL CARTRIDGE CASES for the Army's small arms and artillery ammunition will be seen in the field at an early date.

In order to conserve expensive copper and zinc, which brass cases require, the Army began research on steel cases during World War II and continued it till kinks such as enlarging and splitting were straightened out. Equalling the performance of the old brass case, the new steel type is expected to cost less despite a more complicated production process.

★ ★ ★

THE FAMILIAR "WALKIE-TALKIE," which at times can become a "hurtie-backie," is being replaced by a newer type approximately half its size and weight. The new unit developed by the Army has twice the range of the present type.

Sub-miniature tubes half the size of a cigaret and peanut-size transformer coils help in the reduced weight and size of these new transmitter-receiver units. Like the older type, the new two-way communication unit is equipped with a carrying harness by which it can be strapped to the operator's back.

Its two sections, battery power and transmitter-receiver components, are about the same size. Total weight of the new walkie-talkie is 18 pounds.

★ ★ ★

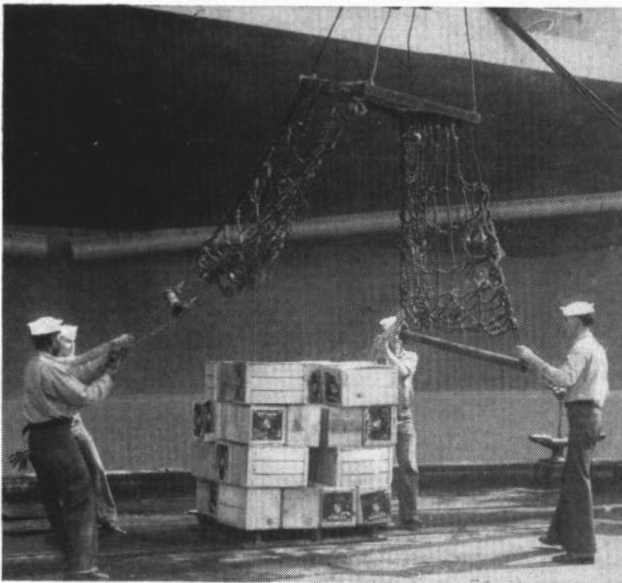
FORTY-ONE LIBERTY ships have been ordered into the American Merchant Marine out of the Maritime Administration's mothball fleet.

The Libertys will help meet the demand for increased merchant ship tonnage. They will carry supplies under the ECA program to European countries and their dependent territories southwest, Asia and India, and will import metallic ores to the United States.

The initial cost of reactivating these 41 ships, which will be operated by steamship lines acting as government agents, is about \$20,000,000. The supply of their younger and faster sisters—the Victory ships—has been virtually exhausted.



POPULAR CANTEEN near Scott Air Force Base, Belleville, Ill., was one of few clubs to remain open after World War II. Ready again for an influx of servicemen, club gets its USO sign (right). Left: A service gal practices her hobby at club.



ACTIVATING a ship requires many tons of fresh provisions (left) as well as hours of chipping and scraping topside.

Supply Reserve: Key Activation Personnel

INCLUDED AMONG the key men of the Naval Reserve program is that comparatively small group of Supply Corps officers and enlisted men who are preparing themselves for the day when the U. S. Navy's Reserve Fleet, now flexing its muscles, gives a big yawn and throws off the blankets under which a large part of it has been resting since World War II.

For purposes of preparedness,

some vessels have already been returned to active duty—"activated." However, in a time of emergency, it may be necessary to activate not just a few, but hundreds of these ships at once.

Equipping them will be a tremendous job. Each one must receive its proper complement of a vast list of items running from toothpicks to spare armature shafts.

The work requires specialists. Lit-

tle wonder that RADM O. M. Read, USN, former Deputy Commander, Atlantic Reserve Fleet, said: "When I start to activate a ship, the first man I want to see is the Supply Officer."

However, since the end of World War II, and prior to the Korean situation, the Supply Corps had shrunk to about 3,700 Supply Corps officers including about 550 pay clerks and a proportionately small fraction of enlisted men from a high of approximately 20,000 Supply Corps officers of all categories and more than a quarter of a million enlisted men.

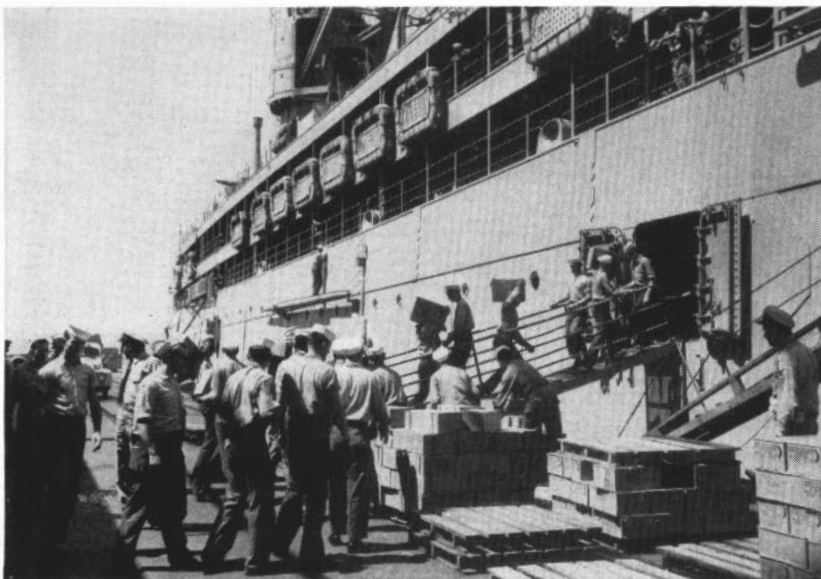
Nearly 90 per cent of these were Reservists. Many are still enrolled in the Supply Corps Reserve.

On these men will fall the ultimate responsibility of ensuring that the activated ships receive their proper complement of supplies and of serving as Supply Corps personnel on these vessels while on active duty.

To cope with these problems, three general categories of Supply Corps Reserve are now in training. They consist of:

- A rate-training program in Organized Reserve for approximately 9,000 enlisted men in a weekly drilling status, and approximately 850 Supply Corps officers Reservists to instruct them and perform logistic support functions.

- A Cargo Handling component, also in the Organized Reserve, con-



SHIP SUPPLY officers, trained in the Organized Reserve, must direct complete outfitting and provisioning of a ship which is being taken out of mothballs.

sisting of 420 officers and 3,600 enlisted men.

- The Volunteer Supply Corps Reserve, totaling 82 units, with an enrollment of 2,800 officers.

Nevertheless, activation presents unique difficulties. Who, for example, is going to see that the activation crew is fed, clothed, sheltered—and paid? Who is going to procure the tons of cleaning supplies required to brighten up a vessel after it has remained inactive for years?

That is the purpose of the Organized Reserve Ship Supply Officers' Program. This is a special program, established in addition to the more conventional Supply Corps Reserve. It consists of a nucleus of 15 Ship Supply Officers' groups consisting of 20 officers and two enlisted men each.

Their mission, as outlined by the Chief of Naval Personnel is: "To provide a trained force of experienced and qualified personnel, highly skilled in the supply aspects of reactivation of Reserve Fleet ships, who shall be available upon mobilization to form and augment supply activation-instruction teams, and who shall be available for assignment in the supply departments of reactivated ships."

In less official language, it will be up to them to take the mothballs out of the mothball fleet.

Because most men engaged in this program have had earlier Supply Corps experience, little "practical" training is required. Instructions at drills take the form of lectures by a guest speaker, training films, hypo-



AMMUNITION and deck paint, gallons of disinfectant, dozens of mops — all must be loaded at dockside. Ship supply unit consists of 20 officers, two EMs.

thetical problems, and outside reading.

Few of the men engaged in this problem are glamor boys in their civilian occupations. Most are just ordinary people—purchasing agents and salesmen, perhaps, or lawyers, accountants, insurance brokers, and real estate brokers.

Yet, when they get the word, the Navy is expecting these plain citizens to turn to and completely outfit one or more vessels, ranging from

mine layers and escort vessels to aircraft carriers and battlewagons.

These men will supervise the activation of not only one ship but several and, in addition, will be expected to train and supervise a procession of other Supply Corps officers in the activation of *their* ships.

It is only when the last ship at their activity is activated that these specialists may anticipate following their ship to sea.

Like so many supply problems, the



SLEEPING SHIPS such as these tincans have been quickly awakened as Navy once more arms to meet aggression.



FUTURE CHOW is stacked neatly on shelves in a ship undergoing activation. This is Step Three in the process: Make the ship completely self-sustaining.



PRESERVATION methods used when the Navy put most of its ships in mothballs are now paying off in dividends. In general, results are excellent.

subject matter at times sounds dull. The results are not.

Take, for example, the experience of the Supply Officer who assisted in activation of USS *Princeton* (CV 37), (see *ALL HANDS*, November 1950, p. 8).

He had already learned that activation of a vessel progresses through the following phases: make habitable, make secure, make self-sustaining, make operable and, finally, make ready for sea.

However, before any part of that job could be tackled, he had to see to it that the 250-man crew activating the ship was housed, fed, and clothed. Recreation must be provided for, and pay records established. Before that could be done, galley spaces had to be cleaned, cobwebs swept out of the pantry, the Charley Noble unplugged, bedding cleaned and aired, and refrigerators connected. Before that could be done, the activation crew had to be furnished with plenty of disinfectants, brooms, mops, soap, buckets, and paint. The engineer department demanded plenty of igepal and sodium metasilicate.

In fact, all departments needed plenty of everything. A partial list of typical items required for the activation of *Princeton* included: 14,927 gallons of lubricating oil, 182 yards of cheesecloth, 396 dust pans, 330 gallons of hydrochloric acid, 72 cans of metal polish, 5,286 gallons of paint, 28 rubber stamps, 10 varieties of ink, 32 varieties of paper, and 87 wastepaper baskets.

Meanwhile, there was the problem of the commissioning ceremony. To the Supply Officer that meant bugles, flags, commissioning pennants, boatswains call, small arms, bunting, log books, chairs—metal, folding—band instruments, and music.

However, as the Supply Officer of *Princeton* commented in his report: "In view of experience gained in recent activations, any of the difficulties encountered were anticipated and were remedied without causing delay. . . . Notwithstanding difficulties encountered, the activation proceeded in an orderly manner and no single deficiency or combination of deficiencies seriously threatened the progress of the activation."

It is the objective of the Organized Reserve Ship Supply Officers' Program, to insure that more reports will end in that manner.



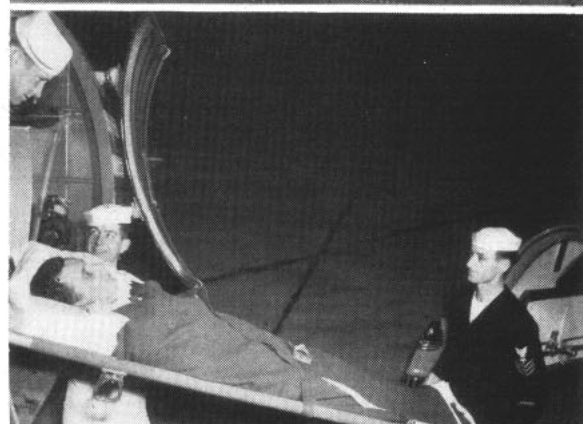
Flying Ambulances

THE NAVY'S two Fleet Logistic Air Wings — whose major mission is to support the fighting ships — have both done yeoman duty since the outbreak of turmoil in Korea in quite another field, that of air evacuation.

Planes of the two wings, operating one from the East Coast and the other from the West Coast, pick up patients who have arrived in the U. S. and fly them to a hospital near their home for treatment.

Since air evacuation planes get priority, the litter-loaded R4Ds and R5Ds get special airfield clearance and are allowed to fly at the most comfortable altitudes. Each plane carries a medical crew of from one to four, including usually a flight nurse or a doctor.

Above left: Ambulances back up to an air evacuation plane to take patients to a nearby hospital. Above right: Nurse checks doctor's orders as soon as patients are aboard. Right center: Man is transferred from plane to ambulance. Below right: Chilly patient gets an extra blanket. Below left: Nurse gives a patient a sedative.



LETTERS TO THE EDITOR

Tax on Shipping-Over Money

SIR: I reenlisted in the Navy on 29 Oct 1950 while we were anchored in Wonsan, Korea. I received my reenlistment bonus, travel allowance, muster-out payment and payment for unused leave. All of these payments were made while my ship was in a "combat zone."

Although all money earned in a "combat zone" is tax free, I have been told that I must pay income tax on all my reenlistment money. Is this true? —J.U.F., Jr., PN3, USN.

• The question you bring up is pending decision of the Commissioner of Internal Revenue. As soon as a decision is made, appropriate directives will be issued.

Until such instructions are issued, however, the commanding officer's certificate, required by Alnav 150-50 (NDB, 31 Dec 1950), should list lump sum leave, travel allowance and reenlistment bonus separately and include them as part of the total taxable pay earned while serving in a combat zone.

Members concerned should present their questions to the collector at the time returns are filed. —Ed.

Pay for CPOs and WOs

SIR: On 26 Aug 1950 I was temporarily promoted from EMC to warrant electrician (W-1). In seven months my net income has been \$167.90 less than it would have been as EMC. Prior to 3-1-51 my pay as CPO would have been \$356.65 per month, while during this time my pay as W-1 has been \$364.35 (14 years' longevity). This represents a difference of \$7.70 in favor of the W-1. The fly in the ointment is the wardroom messbill, which averages between \$25-30 per month.

Does it seem to you that this situation

Cleaning Rating Badges

SIR: In the January 1951 issue of ALL HANDS I noticed where a chief quartermaster requested information on how to clean tarnish from silver thread rating badges. I believe you advised him to try tooth powder and tooth brush. I have tried several methods, and found I get good results by using baking soda, tooth brush, and a little water. —J.V., PRC, USN.

• Thanks for the information. We are happy to pass it along to any chiefs with dingy crows. —Ed.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

makes it advantageous for a chief petty officer to accept an appointment as warrant officer with a view of being better able to provide for his family? Personally, I am proud to be a warrant officer, and have no complaints except that it is costing me money. —V.L.R., ELEC, USN.

• The pay rates of CPOs and WOs you outline were established by legislative enactment and are currently applicable. BuPers is not aware of any prospective change or modification of the statutory provisions regarding pay of CPOs and WOs. —Ed.

Transfer in Exchange

SIR: I'd like to swap duty with any storekeeper third or second class on board a ship operating around the Atlantic or Mediterranean area, or at any shore station on the east coast. Do you have any information on openings for my rate in those areas? If so, I'd like to know where and information on how to apply. —G.J.W., SK3, USN.

• There is no specific authority for transfers in exchange. Article C-5209 (4), BuPers Manual states that "requests for transfer of enlisted personnel between widely separated commands, such as between the Pacific and Atlantic Fleets, are not approved except upon showing of genuine hardship, or for humanitarian reasons. In the latter case requests should be accompanied by substantiating affidavits."

Although ALPac 69-50 extended indefinitely the tours of overseas duty prescribed in BuPers Circ, Ltr 74-50 (AS&SL, Jan-June 1950), plans have been announced to resume rotation in that area.

All requests of enlisted personnel within the Pacific Fleet for transfer to another activity within the Pacific Fleet should be submitted via the chain of command to Commander Service Force, U.S. Pacific Fleet. If request involves duty outside the Pacific Fleet, it should be submitted via the chain of command, including Commander Service Force, U.S. Pacific Fleet, to the Chief of Naval Personnel. —Ed.

Completing Your Education

SIR: I am a Naval Reserve officer involuntarily recalled to active duty. I got my commission as LTJG under the program whereby a person with two years of college, two or more years of active duty in WWII, and in a certain age group, was eligible to take exams for a commission. My age is 29, and date of rank is June 1949.

My question is: Is there a program which would allow me to complete my college work toward a B.A. degree, either as a Reserve or Regular Navy officer? I have heard the Navy sent certain selected Regular Navy officers to school under the "Holloway Plan" to complete their formal education, and pay for a part of their education I am wondering if I am eligible? —E.D.C., LTJG, USNR.

• One of the purposes of the so-called "Holloway Plan" is to provide through the training of midshipmen in NROTC (Naval Reserve Officer Training Corps) a group of ensigns in the Regular Navy to supplement the numbers graduating from the Naval Academy. The plan also includes other phases of education of naval officers besides NROTC, such as the 5-Term College program. This provides that those officers of the Regular Navy who either were Reservists and transferred, or were USN(T) (former enlisted men) and who have had not more than two years of college, may be sent to one of the NROTC colleges (or George Washington University) to take such specified and elective courses as would give them a total of

Petroleum Expert Needed?

SIR: Before joining the Navy, I was classified as a geophysical observer and worked on petroleum exploration projects.

Is there any special duty of this kind in the Navy to which I might be assigned? —R.A.M., AA, USN.

• There is no special duty in the Navy involving petroleum exploration at the present time. However, when you were interviewed at the Naval Training Center a record was made of your civilian experience and this information is on file at BuPers. If a person with your special qualifications is needed, you will be considered along with other persons with similar qualifications. —Ed.

5 terms of college education, including previous college credits. This is considered to be the equivalent of the academic non-professional education midshipmen receive at the Naval Academy. This program is not open to Reservists at any time.

While the Navy does not have a program of education established as such whereby Regular Navy officers may acquire degrees, it does have post-graduate training for Regular Navy officers as an active duty assignment for those who can qualify both academically and professionally. Reserve officers do not qualify due to the uncertainty of their continued active duty service.

However, with your commanding officer's approval, you as a Reservist or Regular officer may be able to qualify for off-duty courses at an accredited college under the provisions of BuPers Circ. Ltr. 178-50 (NDB, 15 Nov 1950). This authority provides that Regular Navy and Reserve personnel with at least one year of obligated service remaining at the time of enrollment, will receive tuition assistance amounting to three-quarters of the cost up to \$7.50 per semester hour. All other costs whatsoever must be borne by the individual.

It is advisable to confer with your educational officer concerning the accredited institutions listed in Part I of "Accredited Higher Institutions 1948" Bulletin 1949, No. 6, U.S. Office of Education, and for courses suited to your needs, qualifications, and educational program.—Ed.

School of Naval Justice

SIR: I have heard scuttlebutt that they are teaching yeomen the use of "Stenotype," "Brevitype" or some similar machine at the Naval Justice School, Newport, R.I. Is there any truth in this? (2) Is a yeoman required to know shorthand to become eligible for this school? (3) Is ComServLant still maintaining an overseas shore duty list, and are they still ordering men to overseas shore duty?—J.D.H., YN2, USN.

• Teaching of stenography is not part of the official curriculum at U.S. Naval School, Naval Justice. With the exception that enlisted personnel attend classes in "Court Martial Records" while officers study "Rules of Evidence," the course is the same for all personnel. (2) Eligibility requirements for this school are set forth in BuPers Circ. Ltr. 146-50 (NDB, 15 Sept 1950) and articles D-2304 and D-2305, BuPers Manual. Ability in shorthand is not listed as a requirement. (3) ComServLant is maintaining an overseas shore duty list and is ordering men (those serving in the Atlantic Fleet only) to overseas shore duty.—Ed.

Navy's Music School

SIR: I understand that BuPers Circ. Ltr. 118-47 (NDB, 30 June 1947), which concerns the procedure for requesting the course of training at the Naval School of Music, Washington, D.C., has been cancelled. Is it still possible for personnel assigned to forces afloat to apply for that school? If so, how?—J.R.M., YNSN, USN.

• Yes, whether shipbased or shore-based it is possible for a man to request a course of training at the Naval School of Music. You may submit an official request to the Chief of Naval Personnel via the chain of command and the OinC, U.S. Naval School of Music, indicating as completely as possible your musical training and experience. If it appears from the information contained in the request that you are qualified, a transfer will be directed for a musical audition at the Naval School of Music, Washington, D.C.; or at the Great Lakes or San Diego Naval Training Center.—Ed.



February Has 30 Days

SIR: It is my contention that a person presenting a properly prepared special money requisition on 28 Feb 1951 can be paid on 28 Feb 1951 full pay and allowances through the 28th as though the month contained 30 days. I also think that aviation pay can be credited and paid on 28 Feb 1951 as though the month contained 30 days.

I would appreciate information as to the number of days' pay and allowances a member would be entitled whose pay record was opened on 1 Feb 1951 and closed on 28 Feb 1951.—R.C.C., DK1, USN.

• Your contentions are correct. When service commences on an intermediate day of the month, 30 days will be assumed as the length of the month. Service commencing in February will be calculated as though the month contained 30 days, thus: from 21 Feb to 28 (or 29) Feb, inclusive, 10 days. When the service commences on the 28th day of that month, three days will be allowed, and if on the 29th, two days. This information is contained in paragraph 54360-1 BuSand A Manuel.

Accordingly, in the example presented in your letter, the member will be entitled to 30 days' pay and allowances if his service commenced on 1 Feb 1951 and he was separated from the service on 28 Feb 1951. However, for any item which accrues on a daily basis rather than a monthly basis, only 28 days are allowed.—Ed.

Chief Wants Electronics

SIR: I have 13 years naval service and now desire to change my rating from ADC to ATC. Through schooling and on my own I have gained a basic knowledge of electronics. I have completed USAFI courses in engineering drawing and advanced mathematics. At present I am enrolled in a course in radio and television servicing.

I wonder: (1) Can I be sent to Aviation Electronics Technician and Electronicsman School (Class A) at Memphis, Tenn.? (2) How can I go about getting my rating changed?—H.W.S., ADC, USN.

• Class A schools are geared to turn out graduates who are qualified for the technical duties of third class petty officer. Generally speaking, chief petty officers are not allowed to attend Class A schools. However, at such time as you gain sufficient in-service training and experience, including off-duty study, in the AT rating to qualify for instruction in the Advanced Aviation Electronics Technician School (Class B), you may submit a request for this school and subsequent change in rating to the Chief of Naval Personnel. Such requests receive fair and impartial consideration and each is decided upon its own merit. A large factor in the decision is the needs of the service—in your case a favorable point, for there is now a surplus of ADCs and a shortage of ATCs.—Ed.

Switch from USAF to USNR

SIR: After two years' active duty in the Air Force as a supply sergeant, I enlisted in the Naval Reserve as a seaman with the Navy job code of yeoman.

I have since been called to active duty and am told that I could have been awarded the rate of storekeeper third class. May I apply for a change of rate?—A.T., YNSN, USNR.

• Former members of the USAF who were discharged in pay grade E-3 or higher are authorized to enlist in the USNR in pay grade E-3 except in some cases in which the specialty serial number (SSN) assigned indicates proficiency in a military occupational specialty which is especially needed in the USNR. In the latter cases, enlistment in the USNR is authorized in the pay grade in which discharged from the USAF.

These military occupational specialties are listed in the Naval Reserve Recruiting Instructions. If you decide to submit an official request for change in rate to BuPers, be sure to indicate your SSN which is shown on your discharge or notice of separation from the service.—Ed.

Schooling Under the GI Bill

SIR: (1) If a USNR officer is released to inactive duty in January 1947 and then voluntarily returns to active duty in June 1948 without having begun using his educational benefits under the GI Bill, what would be the deadline for beginning his schooling?

(2) Is this officer eligible for schooling after 25 July 1951?

(3) If he is not released from active duty before 25 July 1951, will he lose all educational benefits due him under the GI Bill?

(4) Are there any provisions for extending the period of eligibility so that he may start his schooling after he is again released from duty?—A.E.P., LT, USNR.

• The deadline 25 July 1951 applies to the initiation of a course of study by any veteran separated from the service on or before 25 July 1947—the date designated as the end of World War II for figuring these benefits. In the instance you cite, the officer is eligible for educational benefits after 25 July 1951, provided he has begun his studies by that date and remains in training, except for certain interruptions permitted by the Veterans Administration. Training must be completed by 25 July 1956—nine years after the end of World War II.

No Congressional action has been taken to extend the deadlines of the GI Bill. Consequently, if the officer in question does not begin his education before 25 July 1951, he will forfeit all educational benefits regardless of his

Engineman School

SIR: Would you supply some information on the Class C Engineman School? When do classes convene? What qualifications are necessary? Where are the schools located and how long is each course?—R. B. M., EN1, USN.

• The Navy's Engineman School, Class C-1, is located at the Naval Training Center, Great Lakes, Ill. Candidates must be rated EN. Each class is five weeks in length. Classes started 19 Mar 1951 and will convene every five weeks on the following engines: General Motors 8-268A, General Motors 16-278A, General Motors 12-567A, Cooper Bessemer GSB-8, Alco 539, and Fairbanks Morse 38D8 $\frac{1}{2}$. Increased demand for quotas may cause change in convening dates. Refer to NavPers 15795.—Ed.



subsequent release to inactive duty.

No requests for extension of time limit have been granted since Congressional action would be necessary to make such extension possible. However, if a veteran is required to discontinue his studies because of being ordered to active duty, such studies may be resumed provided his education was commenced prior to the deadline—in this case 25 July 1951.—Ed.

Brothers at Same Station

SIR: I am a Marine, stationed at Camp Lejeune. My brother is a Navy man, stationed at New London. I'd like very much to get stationed at the same location as my brother, but as we are members of different services, I have been unable to find out if this is possible.—N.G., CPL, USMC.

• Policies on assigning members of the same family to the same activity are established by the different services, and apply only to members of the same service. In your case, the assignment of a member of the Marine Corps to a naval activity where your brother is stationed would not be possible unless the naval activity had an allowance of Marine Corps personnel. In such a case, you would submit a request for change of duty via official channels, naming the naval activity as choice of next duty. Your assignment to that activity would be determined by the Marine Corps, not the Navy. Transfers of personnel from one service to another, i.e. from Marine Corps to Navy or vice versa are not permitted.—Ed.

Basic Battery Tests

SIR: We have a few questions concerning the basic battery tests which are given by the Navy to all personnel. The first question is: What are the highest possible scores obtainable when taking the test? Question number two: Is it possible to retake the test, and if so, what is the procedure to be followed? And third: Was the basic battery test scoring method ever changed, making it possible to have grades higher than the highest grades now given?—T.A.L., AA, USN.

• Navy basic battery tests are calibrated in terms of a measure called the Navy Standard Score. This measure automatically compensates for slight differences in difficulty among the different tests in the basic battery as well as among the various alternate forms of each test. Passing all the items on one test may yield a higher standard score than passing all the items on a somewhat easier test since a greater degree of aptitude may be required on the former.

The highest possible score for each test and the form of that test on which it may be obtained are as follows:

GCT.....top score of 81.....on Form I
ARI.....top score of 80.....on Form III
MECH.....top score of 77.....on Form V
CLER.....top score of 84.....on Form I

It has been found that training and experience acquired in the Navy are

Use for Outside Skill

SIR: I'm an RD2, USNR, aboard a cruiser. Prior to my recall, I was a technical illustrator for an aircraft company, making perspective drawings from blueprints for the various catalogs and books used by Air Force personnel. I would like to continue my peacetime profession while in the Navy if possible so that when I'm released I can pick up where I left off. I would appreciate any information you can give me as to how I could get duty as an artist, technical illustrator or proof reader on aircraft-training publications or manuals.—G.B.B., RD2, USNR.

• There is at present no need for the specific skills you mention, as regards Navy projects now underway. At the time when you were processed for active military service, a record was made of your civilian work experience on your enlisted classification record page and this information is on file at BuPers. If a person with your qualifications is needed, you will be considered with other persons with similar qualifications.—Ed.

Navy Mental Tests

SIR: I've been wondering if there is any relationship between the I.Q. tests given throughout the country and the tests given in the last few years to all men in the Navy.—Or are the Navy tests given only to assist in finding the right peg for the right hole?—H.D.M., ADC, USN.

• There is some similarity between I.Q. tests and most psychological tests used in the Navy in that both are intended to furnish measures of general mental abilities. However, regular I.Q. tests aren't considered appropriate for use in the Navy, as results of such tests apply best to children. Navy tests are primarily concerned with providing measures of general mental abilities which are related to the needs of the Navy.

Navy tests consist principally of two types: Those designed to provide a general measure of one's mental qualifications for naval service, and those designed to measure one's aptitudes for particular kinds of duties. This latter type would assist in "finding the right peg for the right hole."—Ed.

unlikely to have any great effect on basic battery scores if taken a second time. Therefore, it's the policy not to authorize requests for retesting in most instances. However, in certain cases, authorization for retest may be granted. This is true only when certain specific discrepancies in the patterns of test scores exist, or where there is good evidence that the tests originally administered didn't provide accurate representation of the person's abilities. Requests for retesting should be addressed to the Chief of Naval Personnel via the CO of ship or station.

On tests administered prior to 13 June 1943, before Navy Standard Scores went into effect, top score on all was 100. Since that time, with the use of Navy Standard Scores, top scores have varied as explained above. But there has been no basic difference in the scoring method on basic battery tests.—Ed.

More on CPO Clothing Allowances

SIR: In July 1950 I returned to active duty as an EMPC, the rating in which I was discharged in 1945. Upon reporting, I was asked if I had drawn any money for clothing since last discharged. I told them no, and I was paid \$300 to cover cost of new uniforms. Since then my pay has been checked for \$150, the reason being they say I was entitled to only \$150.

Some of the other chiefs here were in Reserve units and received \$150 while on inactive duty, and have now been paid another \$150 since reporting for active duty. I don't understand why I am not entitled to the full \$300, as I had to purchase complete new uniforms.—W. L. G., EMPC, USNR.

From the circumstances you describe, it would appear that you were legally entitled to only \$150 clothing allowance. Paragraph 12-c(2), 3b, Military Pay Instruction Memorandum 6, BuSandA Manual, states that enlisted men in pay grade E-7 of the Naval Reserve who have previously been paid a cash clothing allowance in any amount for the purchase of chief petty officer clothing, upon first reporting for or upon recall to active duty or active duty for training for a period in excess of six months, subsequent to the expiration of three months from date of last discharge or release from active duty, . . . are entitled to a special initial clothing monetary allowance in the amount of \$150.

The words above refer to an allowance paid at any time during a member's period of naval service and not only to an allowance paid during the current enlistment or period of active duty. If you received an allowance for the purchase of chief petty officer clothing at any time during your naval service, you are entitled only to an allowance in the amount of \$150.—Ed.

Directive Provides for One Initial Monetary Clothing Allowance

SIR: In a recent issue of ALL HANDS your reply to W.E.L., GMC, USNR, in regard to "Clothing Allowance for CPOs, USNR" stated the \$150 clothing allowance allowed CPOs in the Naval Reserve was paid only once and not every four years. NRMAL 5-50 states "The clothing allowance of \$150 is payable to CPOs once during each four year period of enlistment, reenlistment or extension of enlistment, and to personnel who advance to the rate of chief petty officer, providing they meet . . . (certain) qualifications."

Are you basing your reply to the chief gunner's mate on a ruling that

supersedes NRMAL 5-50? If so, will you please publish this directive?—W.A.Y., MEGC, USNR.

The latest rules governing initial clothing monetary allowances for the Reserve components of the armed services are set forth in a Secretary of Defense directive dated 1 June 1950. Only one initial monetary clothing allowance is provided for. However, chief petty officers assigned to, or associated with, the Organized Reserve in a pay status, may be paid a maintenance clothing monetary allowance, in the amount of \$3.00 each quarter, as prescribed in BuSandA and BuPers Joint Letter of 9 Feb 1951.—Ed.

No Transfer from USNR to USN

SIR: I served 34 months' active duty after being commissioned from the NROTC in 1943. I was a member of the Organized Naval Reserve upon release to inactive duty in 1946 and remained a member until I returned to active duty in September 1950. I have decided to make the Navy a career, but have been unable to find the authority to transfer to USN. I recently saw a bulletin that allowed NROTC graduates of the class of 1948 to transfer to USN. Isn't there a provision to allow NROTC grads with more time and experience in service to be considered for permanent commissions?—C.R.B., LT, USNR.

The bulletin concerning 1948 NROTC graduates was probably the one that was a reminder to officers commissioned in a Regular component from NROTC source that their commissions were probationary and that they had to apply for retention as career officers in the immediate future if they desired to retain their USN status. (No 1948 NROTC graduates originally commissioned in a Reserve component have been given an opportunity to transfer to a Regular component.)

All qualified 1948 graduates of the regular or subsidized NROTC program were originally commissioned in a Regular component. In addition, several qualified graduates of the contract (non-subsidized) NROTC program who applied for Regular appointments were so commissioned in 1948. All NROTC graduates commissioned in a Regular component since September 1946 have been appointed under the provisions of Public Law 729 (79th Congress), as amended.

NROTC graduates appointed in a Regular component pursuant to the provisions of this law who desire to be retained as career officer must apply for retention of their Regular commissions during the third year of their com-

missioned service. Officers who apply and are selected for retention as career officers lose their probationary status as Regular officers upon completion of their third year of commissioned service.

Officers who do not apply for retention, or who apply and are not selected for retention, will have their Regular appointments terminated not later than the third anniversary of acceptance of such commissions. Officers appointed under Public Law 729 are required to accept a commission in the Naval Reserve, if offered, upon termination of their Regular Navy appointment.—Ed.

Too Old for Sea Duty?

SIR: Is there a directive permitting a man to request a change of duty from a small craft to a larger ship or shore duty, if over 45 years of age?—F.J.D., ENC, USN.

There is no Navy Department directive covering reassignment of personnel attached to small ships because of advanced age.

Age, in itself, does not affect qualification for duty. Personnel who are physically qualified are considered available for general assignment afloat or ashore.

Should you consider yourself not physically qualified for general assignment afloat or ashore you should report to the proper medical authority. Your commanding officer is authorized to transfer you, if found necessary, to a naval hospital for the purpose of determining your physical fitness.

You are privileged to submit a request for any duty you desire, for any reason you desire, provided it is in accordance with current directives. The submission of a request, of course, is no assurance of its approval.—Ed.

Uniform Code of Justice

SIR: I am associated with a school which is set up to teach military requirements to all personnel competing for advancement. One of the subjects in our curriculum is *Articles for the Government of the Navy*, as specified in Military Requirements Examination Subj-ects, Section 201.

On 31 May 1951, the articles became obsolete and were superseded by *The Uniform Code of Military Justice*. Personnel graduating from our school after that will be competing in the examinations which will be held in July 1951. We are rather at a loss as to the subject to start teaching now. Should it be the "Articles" or the Uniform Code? —D.H.R., ATC, USN.

• The Uniform Code of Military Justice, which superseded the Articles for the Government of the Navy on 31 May 1951, was given consideration during the construction of the examinations to be used in July 1951. In the military requirements examinations, in the professional examination for YN, and in all other examinations of the July 1951 series in which the subject of military justice is touched upon, the items used are of a general nature and are based upon the Uniform Code of Military Justice. This can be found in the Navy Department Bulletin of 15 June 1950, numbered 50-429.

In this issue of ALL HANDS (see pp. 46-47) there is an article and two charts concerning the new Uniform Code of Military Justice. These explain the organization of the code in the naval establishment.—Ed.

Drawing Retirement Pay

SIR: A member of the Naval Reserve performs 20 years active duty, the last 10 having been completed within the past 11 years. Does he start drawing the 50 per cent retirement pay upon

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• *The Navy Club of the United States of America*—National reunion to be held in Davenport, Iowa, on 19-23 June 1951. Information about the organization and the reunion can be obtained by writing National Headquarters, City Hall Building, Rockford, Ill.

• *Patrol Squadrons VP 14, 52, 72 (1937-1943)*—All members of this squadron union and their families are invited to a reunion on 14 July 1951 at Norfolk, Va. Please notify Lieutenant C. P. Sonneborn, usn, Staff, Commander Utility Wing, Atlantic Fleet, Bldg U-48, NAS Norfolk, Va., if you plan to attend, and give the number in your party. Reunion will be held on a military reservation.

• *118th Seabees*—Former members interested in a reunion, with time and place still to be decided,

should contact Harold W. Landow, 6 Bailey Avenue, Yalesville, Conn.

• *North Sea Mine Force Association, Inc.*—A reunion of members of this association and their families is scheduled for 12 and 13 Oct 1951, to be held at the Hotel New Yorker, New York. Contact the Executive Secretary, Jacob J. Kammer, 54 Walnut Ave., Floral Park, N. Y.

• *First Marine Aviation Force (World War I)*—A reunion is scheduled for 4 Nov 1951, to be held at the Fairmont Hotel, San Francisco, Calif. Former members of this Marine aviation unit—especially those living in California or neighboring states—are requested to send their names and addresses to the Public Information Office, Marine Corps Air Station, El Toro (Santa Ana), Calif.

• *93rd Seabees*—The annual reunion of all personnel of this battalion will be held on 1, 2 and 3 September, in St. Louis, Mo. For further information, contact Darle Christy, 2029 Main, Kansas City 8, Mo.

completion of this duty or must he wait until he is 60 years? —C.D.D., Jr., SK2, USNR.

• In this case he needn't wait until he is 60 years old to start receiving retirement pay, since 20 years accrued has been on active duty. He is eligible as soon as he completes the 20 years, regardless of his age. Regulations covering 20-year active duty retirement are contained in BuPers Manual, H-7401.

There is another retirement program with which you have confused the foregoing. This is the Reserve retirement plan contained in Public Law 810 (80th Congress) which provides for retire-

ment pay, upon reaching the age of 60, after completion of a total of 20 years of "satisfactory Federal service." Both active and inactive duty count toward this retirement. —Ed.

Shipping Over on Extension

SIR: A man in the Regular Navy at the time of his expiration of enlistment does not desire to reenlist or extend. His enlistment is involuntarily extended in accordance with Alnav 72-50, (AS&SL Jan-June 1950). Can he subsequently reenlist or extend?—W.E.B., YN3, USN.

• Yes, provided he is in all respects qualified.—Ed.

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Realistic Gas Attack Indoctrination Leaves 'em Gasping

REMOTE though it may be, a gas attack on NAS Alameda wouldn't confuse many people there. That's the aim of a current training program.

All service personnel at the California air station, Waves included, are required to take a two-day chemical warfare course. New classes, 50 persons to each, begin Mondays and Wednesdays until everyone is well indoctrinated.

A movie on general information opens the course. Next comes whiffing of weak samples. The first three—phosgene, lewisite and mustard gas—are well mixed with air, but the fourth sends students careening out of the room. The instructor, no soft-hearted man, always forgets to mention that it is vomiting gas.

As soon as the audience is through gasping, the instructor herds them back into the classroom for a lecture on protective clothing and a movie on protective gear and decontamination of gassed areas on board ships. With an Army detection kit, he proceeds to show the students how to detect each gas.

The first day's session closes with instruction on self-administered first aid, using various ointments.

Everybody is in the awkward squad the second day, fitting gas masks over their faces and testing them. When the instructor shoos them into a small building filled



TWO TRAINEES at NAS Alameda emerge from tear gas chamber. Entering with gas mask on, trainee must doff it and get a taste of the gas.

with tear gas, they learn how well they've done.

Once inside, the instructor points them out, one by one. "Remove your mask," he says. "Now, look me in the eye and walk out." The biggest men on the station come out crying.

As if this were not enough, the instructor then reverses the order. Standing outside, each student is

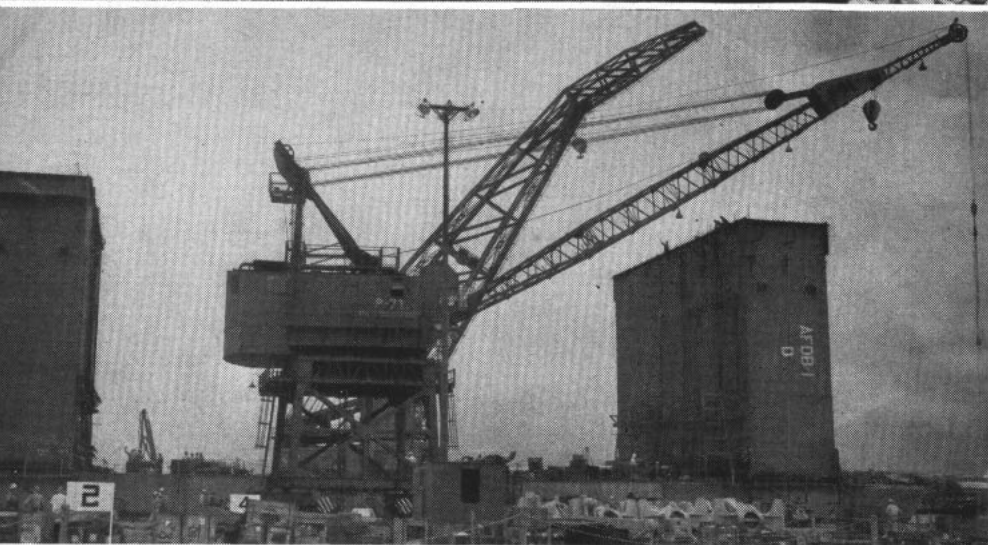
sent into the building without his gas mask on. He is required to walk in, put on the mask properly, and walk out again.

That's the end of the course. Nobody is permitted to flunk out, because too many might want to. But they learn about gas.

Makes you wish the instructor would substitute the tear gas with laughing gas sometime, doesn't it?



QUICK FLIP (left) and student's gas mask is on. Right: Students get a whiff of samples of mustard, lewisite, phosgene and vomiting gases.



TODAY'S NAVY

Naval Aviation Celebrates Its Fortieth Birthday With Lots of Fireworks and Action in Far East

Naval aviation celebrated its 40th anniversary last month in real western style—lots of fireworks and shooting in the Far East.

Such goings-on are the usual order of the day for Navy and Marine fliers over Korea. More than 51,200 sorties over Korea have been flown by Navy and Marine pilots from carriers and land bases, as of 1 Apr. 1951.

Navy and Marine aircraft have averaged six bombing or strafing runs per sortie. They spend an average of 1.3 hours over the target area. About three per cent of the air support sorties are flown by jet fighters, 82 per cent by conventional (piston-engine) fighters, and 15 per cent by conventional attack aircraft.

The total of sorties flown by Navy

and Marine pilots breaks down as follows: about 37 per cent, close air support missions; 19 per cent, attack and sweep sorties; 44 per cent reconnaissance, liaison, air defense and anti-sub sorties.

Here are the results of these sorties (plus 2,500 additional sorties by British naval aircraft fighting with the United Nations forces in Korea):

| | De- stroyed | Dam- aged |
|-------------------|----------------|--------------|
| Bridges | 248 | 299 |
| Enemy aircraft | 80 | 85 |
| Buildings | 8,771 | 2,702 |
| Locomotives | 209 | 204 |
| Railway cars | 726 | 2,037 |
| Trucks & vehicles | 2,098 | 1,390 |
| Warehouses | 739 | 292 |

In addition an estimated 27,660 enemy troops in Korea have been killed by Navy and Marine Corps airmen.

← The Navy in Pictures

JUST BACK from Korea, men of USS *Sicily* (CVE 118) who know what blood can mean to an injured man, line the rails of the ship to make their donation (upper right). Upper left: Dean Finley, PN3, of USS *Mt. McKinley* (AGC 7), pauses on liberty in Nagasaki to amuse a Japanese child. Left center: One of ten sections of a big floating drydock waits to be attached to the other nine to form AFDB 1 at Pearl Harbor. Lower left: In realistic training, phosphorus grenade showers a pillbox as Marine waits with flamethrower at MCS Quantico. Lower right: Chief John Cairns of FASRon 6, Jacksonville, chats with Wave Betty Jane Naylor before passing Navy swim test for second time in his 34-year career.

Radioactive Research

Navy experiments with an atomic-fission product known as radioactive gallium have shown some new promise of relief for sufferers from cancer of the bone.

Bone cancer experiments have been under way for some time, conducted in a joint project of the Naval Hospital, Navy Medical Research Institute, Bethesda, Md., and the Atomic Energy Commission. At this point, there has been definite success at relieving the pain of bone cancer by use of the radioactive gallium.

YESTERDAY'S NAVY



Marine Corps permanently established 11 July 1798 as an adjunct of the Navy. Grade of Admiral of the Navy created and conferred on David Farragut 25 July 1866. Hawaiian Islands annexed by U. S. 7 July 1898.

JULY 1951

| SUN | MON | TUE | WED | THU | FRI | SAT |
|-----|-----|-----|-----|-----|-----|-----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
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| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | 31 | | | | |



MISS SEA DEVIL, Dianne Benn, adds the last touch to USS Sea Devil (SS 400) as the submarine is activated.

Atomic Defense Exhibit

More than 23,000 inhabitants of Kansas, Missouri and Nebraska are now better prepared for any possible atomic attack on their communities, as a result of a locally sponsored Atomic Defense Project operating out of Naval Air Station, Olathe, Kans.

Although basically a travelling exhibit of "still pictures" and charts, the project includes radiological defense lectures and atomic defense

films. Its first appearance occurred more than a year ago, at the Municipal Auditorium in Kansas City, Mo. To date, the exhibit with accompanying lectures and motion-picture showings has been presented before nearly 100 audiences, consisting of 12 to 2,500 persons each.

For three days during an early 1951 session of the Kansas legislature, the Navy exhibit was on view at the State Capitol in Topeka. Appearances of the display have aroused interest leading to formation of many local civil defense committees in the midwest area.

As 1951 approaches its halfway mark, NAS Olathe Medical Department personnel were finding it difficult to answer all requests for exhibit and speaking appearances.

Hobby Boats Make Rescues

Pleasure craft built in the hobby shop at the Naval Air Station, Minneapolis, Minn., played a mighty useful role when the Minnesota and Mississippi rivers flooded the low grounds of St. Paul, Minn., this spring.

The shop-built boats, mostly outboard motor run-abouts and single banked pulling boats, doubled as APs and AKs. They helped move the occupants of 350 flood stricken houses, their household gear and pets to higher ground. From dawn to late at night for three days the air station boatmen were on rescue duty.

A large raft, hurriedly built and



WINDMILL of 488 toothpicks was built by C. E. Chumley, AA, NAS San Diego, Calif. P.S.—the blades rotate!

supported by six oil barrels, was the largest vessel in the air station fleet. This raft could transport an entire household from low to higher ground in one trip. Power boats built at the hobby shop helped furnish the motive power for this craft.

Research on Flash Burns

During World War II a high percentage of shipboard casualties were burns of the flash type. In an atomic bomb blast, as illustrated at Hiroshima and Nagasaki, burns of this type also take a high toll of victims.

The Navy's interest in prevention and treatment of such burns, because of its vital importance both to the military and to civilians, will be expanded in a new program of research on flash burns—injuries which might result from exposure to an atom blast and other causes.

Extensive studies and tests, sponsored by the Office of Naval Research, will be undertaken by 10 universities and medical schools. The new program will encompass the chemical, physiological and bio-physical aspects of burns. All distortions of natural processes of the body, such as might occur in the wake of blasts, will come under investigation. From the research it is hoped that new means will be developed for treating and protecting military and civilian personnel from flash burn casualties.



RIVER FLOOD which rendered hundreds homeless was fought by NAS Minneapolis sailors who manned their homemade boats and rescued the citizens.

Navy Relief Society

Once again a Navy-wide fund-raising drive is being conducted by auxiliaries and branches of the Navy Relief Society. The 1951 campaign, as in the past few years, covers the period from 4 May through 6 June in commemoration of the World War II Navy and Marine air battles of Coral Sea and Midway.

Typical of fund-raising parties held throughout the U. S. was the two-evening affair in May at Washington, D. C. A ball and program of entertainment at the historic Sail Loft of the Naval Gun Factory attracted many hundreds of officers and guests the first evening, and enlisted personnel and guests the second evening.

The enlisted personnel dance was a revival of a custom started in World War II. Identical stage shows were presented both evenings and included talented performers ranging from seamen to rear admirals. Music was furnished by dance band and orchestra combinations of the Navy Band, Marine Corps Band, and Naval School of Music.

The Navy Relief Society, though closely affiliated with the Navy, is supported entirely by private funds.

Through the years the society's scope of activity has broadened considerably to include various forms of financial and other assistance to deserving living personnel and their dependents. In 1950, outright expenditures came to over \$682,000, and loans without interest totaled more than \$2,000,000.

The society's services also include non-monetary assistance in the form of advice on family affairs, transportation, pay and allowances, housing, and a multitude of related problems. It furnishes free visiting nurse serv-



FRENCH SAILORS try out an azimuth circle on USS Essex (CV 9) while they await delivery of three LSIs which are being converted to gunboats for France.

ices, where needed, as well as professional social guidance where requested.

Sailor Interprets French

Mutual assistance among Atlantic Pact nations can take some odd turns. One sailor at Naval Air Station, Alameda, Calif., assisted a group of 112 Frenchmen as interpreter. In return, he received "roasting ears," soccer training and many heart-felt *mercis* (thank-yous).

The 112 sons of France were billeted at the air station while waiting for three American LSIs which were being converted to gunboats for them. Things were rough at the air station before Don Grenier, ATAN, USN, was discovered. Grenier comes from a predominantly French-speaking Massachusetts town, and also has

studied French in college. At first he was a little slow and rusty at the *française*, but developed into an excellent interpreter.

People in France don't eat corn on the cob. Therefore, when that item was served at the station, Grenier could have had a couple bushels of it if he had so desired—handed over gladly from the Frenchmen's trays.

There were a couple of minor hitches. The French crew tried, without success, to teach the American sailor how to play soccer. Grenier never could get the voluble Latins to speak as slowly as he would have liked.

Grenier is looking forward to the time when he can return the Frenchmen's visit, and when he does he'll be loaded down with a mass of invitations, addresses and places to go.—Dorris Johnson, PHSN, USN.



GLEE CLUB composed of sailors from the School of Music, Washington, D. C., performs at annual Navy Relief Ball.

Night Combat Record

"The "Flying Nightmares," a Korean-based night fighting squadron, is believed to have set a new Navy-Marine Corps record for hours flown in night combat.

This squadron, a part of the First Marine Aircraft Wing, while operating from a base in South Korea between the hours of dusk and dawn compiled a total of 2,010 night combat hours during a recent month.

Two types of radar equipped air-

craft form this squadron. They are F4U Corsairs and F7F Tigercats in about equal numbers.

Truck convoys moving down nightly from the Manchurian border to the Chinese front lines are the chief targets for the night flyers. When the truck drivers turn off their lights to avoid detection, the pilots illuminate the target with flares. During a recent month the "Nightmares" destroyed 395 trucks and damaged another 193.

Naval Historical Foundation

In its first year of operation, the Naval Historical Foundation has presented four exhibitions: the Navy in the times of Commodores Truxtun and Decatur, Ship Models, History of the Marine Corps, and Seapower and Early American History. Displays on Naval Aviation, the Coast Guard and the Merchant Marine are scheduled for the future. Exhibits are housed in the foundation's museum in Washington.

The foundation also sponsors lectures by well-known authorities on naval subjects, publishes historical manuscripts and pictures. It collects materials such as books, manuscripts and objects relating to naval history. Much of its extensive collection of manuscripts has been placed on a long-term loan with the Library of Congress.

A non-profit organization, receiving its financial support chiefly from dues-paying members, the foundation welcomes members from all walks of life who are interested in naval history. One need not be a member of the armed forces to join.

Full information can be obtained by writing to the Naval Historical Foundation, Room 2041, Navy Department, Washington 25, D. C.

Measuring Body Heat

Navy doctors have developed a new type of calorimeter—a device which measures the amount of heat given off by the human body.

A metal boxlike structure, the instrument is lined on the inside with a plastic material containing hundreds of "thermocouples" or electric thermometers wired in series. This lining is called the "gradient layer." The patient or source of heat is placed inside the calorimeter "box" which continuously measures and records, in calories per second, the total amount and the individual fractions of heat lost in several different ways by living bodies. It responds to changes in temperature within 30 seconds.

Another gadget, a "radiometer," is used to determine the patient's body surface temperature. It is in the form of an inner lining on the "gradient layer," somewhat like wallpaper, and records the heat radiated from the body in 3 seconds—either in calories per second or degrees Centigrade.

By adjusting the temperature lev-

Hospital Ship Has Treated 25,000 Korean Wounded

More than 25,000 patients have been treated on board USS *Consolation* (AH 15) during approximately seven months in the Korean theater, establishing a record for hospital ships in this conflict, and possibly an all-time record for ships of mercy.

Another achievement of *Consolation*—thanks to modern medical science—is the fact that better than 98 per cent of all wounded U.N. fighters treated on board have recovered.

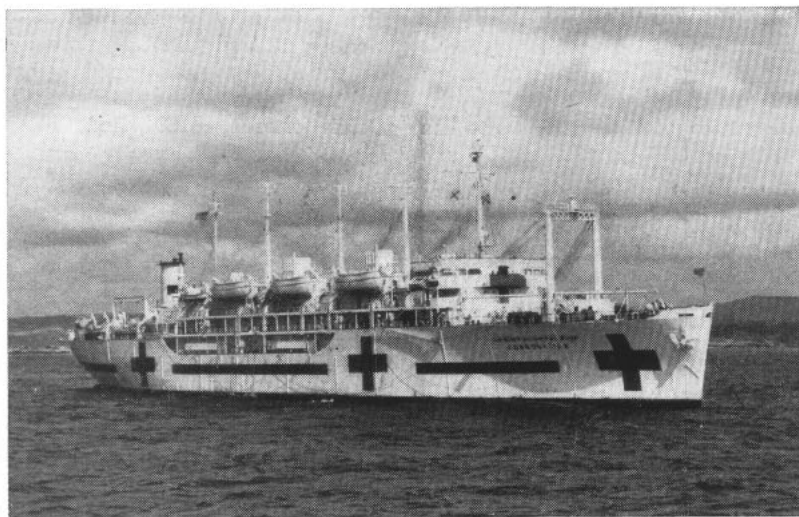
The story of the big, white mercy ships and the work and accomplishments of their medical staffs, enlisted hospital personnel and crews was reported in ALL HANDS, April 1951, p. 2. Dubbed by GIs as the "Gallop Ghost of the Korean Coast," because of her eerie night-view, *Consolation* served her mission alone for almost four months.

Operating most recently off

Pusan, she has been nicknamed anew by thankful GIs—"the Pusan Bathhouse." She has been taking aboard U.N. soldiers for much sought after showers and a fresh change of clothing.

Highlighted in her long record of battle accomplishments which earned a mark of "Special Credit," and won for her the Battle Efficiency Pennant, are such feats as taking aboard nearly 2,000 wounded at Pusan, where GIs fought a bloody battle for survival against tremendous odds.

Around Inchon, *Consolation* handled over 1,000 cases. At Wonsan, where GIs fought to take the city, the mercy ship treated nearly 1,500, and at Hungnam where brilliant defensive and equally efficient naval action permitted withdrawal of the Tenth Corps when cut off by hordes of Chinese, *Consolation* treated a record-breaking 2,000.



HARDWORKING USS *Consolation* may have handled more casualties than any ship in Korean waters. Platform for helicopters is being planned.

els on the walls of the calorimeter, the air the patient breathes while inside the device, and by controlling the amount of moisture in the air, scientists can simulate for study almost every atmosphere in which man lives.

Enlisted Fighter Pilots

"The Flying Chevrons" is the nickname of six enlisted Marine Corps fighter pilots attached to a squadron based on board *uss Bataan* (CVL 29). They are making a name for themselves in air operations over Korea.

These six sergeants have flown more than 500 missions since their arrival in the Korean area last September.

Enlisted Marines flying fighter planes in the Korean theater are something of a rarity in the armed forces. There are only about 30 non-coms in the Marine Corps assigned to fighter pilot duty in the Far East.

Other missions the sergeants carry out in their F4U *Corsair* fighters are reconnaissance and bombing. All six agree that of all their missions against the enemy those over the Chosin Reservoir have been the toughest.

There, it seems, the enemy wasn't wise to what a *Corsair* can do. Said one of the sergeants, "We'd napalm them, strafe them and let loose with 'daisy-cutters.' They didn't try to hide. They just kept coming."



COMMENDED — C. A. DeVirgilio, ME3, was cited for snuffing fire in *Manchester*, a ship dad helped build.



PLANK-OWNERS of eight years' standing, Orville Cox, BM1 (left) and William Ashford, BTC, hold 8 flag. Both have been with ship since commissioning.

Flight Trainers in Trailers

Like many other things in this restless age, the famous and wonderful on-the-ground trainers for Navy pilots are taking to the highway.

One of the newest trainer models is designed to simulate—in instruments, controls and "flight characteristics"—the Navy F3D jet fighter. It teaches cockpit familiarization, ground and air engine operation, power settings for varying conditions, day and night instrument conditions, navigation by radio, and crew coordination between pilot and radar operator.

Like earlier trainers, the new trailer-borne units are basically a product of the Navy Special Devices Center, a division of the Office of Naval Research.

While designed primarily for advanced pilot training, the new F3D trainer is also valuable for coaching radar operators. An auxiliary trailer, equipped with radar signal-generating equipment will be used with the traveling flight schools.

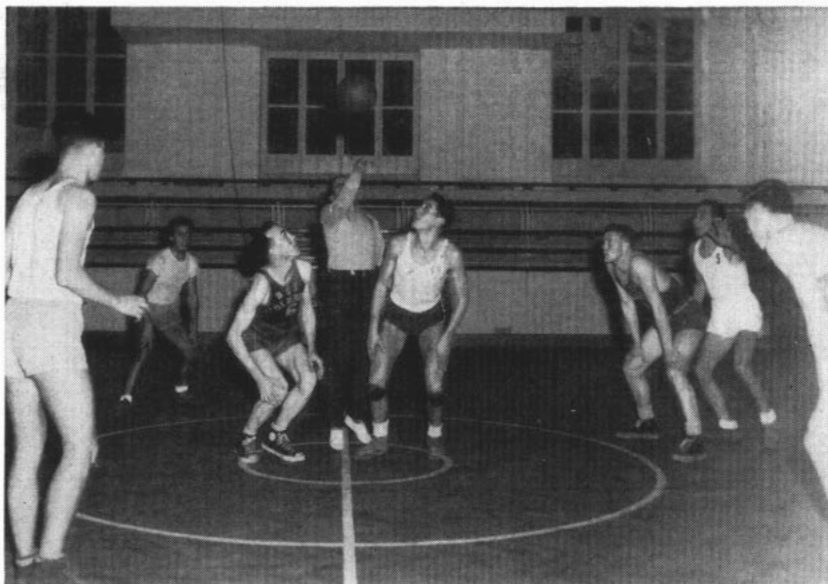
Modern on-the-ground flight trainers can do virtually anything a plane can do, except fly. The pilot is surrounded by the instruments, the sounds, and—in most respects—the "feel" of flight in the type of plane simulated. Control problems vary with all the variables of actual flight, such as changing fuel load and armament load, weather conditions such as wind, clouds and freezing rain, and all the reactions of pilot error.

The big difference: Nobody is killed or injured, expense is low, and the instructor can change conditions at will. Also, the "flight" can be halted at any time, instantly, for correction or discussion.

The F3D jet trainers (four in number) are installed and operated, like all new operational flight trainers, in van-type truck semi-trailers. If they are to be used in one spot for any considerable length of time, the trailers can be detached from their trucks.



CLEAN SCOOP—L. R. Jackson, SA, USN, Navy reporter, gets the inside dope on new San Diego laundromat.



BASKETEERS from USS *Columbus* (CA 74) take on the Italian Sports Club in Naples. While its ship was in the Med, the team compiled 30 wins in 40 games.

'Fastest' Ship Gets Overhaul

"The fastest ship in the Navy" was unfastened the other day. The 64-year-old *Reina Mercedes*, stub-masted and "housed over," was towed from her near-perpetual berth at the Naval Academy to Norfolk for her first overhaul in 11 years.

Reina Mercedes, the academy's station ship, was built at Cartagena, Spain, in 1887. She was a three-masted schooner, with steam power to assist her sails or substitute for them. She served as an unarmored cruiser under the Spanish flag until

sunk at Santiago, Cuba, during the battle of Santiago on 4 July 1898.

During March 1899 the 278-foot ship was raised and towed to Norfolk by the Americans for overhaul and conversion for use as a barracks ship. Since that time she has been a unit of the U.S. Navy.

While absent from Annapolis, the old queen is being replaced by the floating barracks USS APL 57 from the Naval Air Facility across the Severn River. Soon she will be back, a landmark and a useful object at the Naval Academy.



COOL DIP in their new swimming pool is enjoyed by personnel at NavSta, Trinidad. Resourceful base Seabees did all construction work on the pool.

Globe-Trotting Cagers

While cruising in the Mediterranean, the globe-trotting cagers of USS *Columbus* (CA 74) posted an impressive basketball record of 30 wins in 40 contests.

The cruiser courtmen, taking on local teams in cities of Turkey, Greece, and Italy, consider one of their major accomplishments their 51-38 defeat of the Turkish Naval Academy.

Marines Are Top Bowlers

The 1950-51 Atlantic Fleet bowling championship was won by keggers of the Atlantic Fleet Marine Force, Second Division, who gained 24 points out of a possible 28 in this year's playoff of the round-robin matches.

In the alley-tourney finals rolled off at Norfolk, the runner-up spot was taken by AirLant, followed (in order) by ServLant, PhibLant, CruLant, SubLant, MineLant, and CincLant.

New Rifle Range Record

A new rifle range record has been set at NTC San Diego by a recruit who scored 179 out of a possible 180.

The new mark, established by Nesbit B. Sills, Jr., SR, usn, shattered a record of 178 which had stood at the Elliot Annex range and the old range at Camp Mathews for the past three years.

Sills, whose hometown is Knapolis, S. C., chalked up the new record on the last day of training his recruit company received on the firing range.

Named to Judo Committee

Along with the increasing interest among service personnel in the art of judo, comes the announcement that two Marines have been named to the AAU National Judo Committee.

Captain Don Draeger, usmc, of Norfolk, Va., and Corporal Frank Hubbard, usmc, of Camp Lejeune, N. C., both judo experts and the only armed services representatives on the national committee, will be responsible for stimulating further armed forces participation in the sport and for studying the possibility of staging national senior and junior championships.

Recruit Rifle Record

A new Marine Corps rifle record for recruits was set at MCRD Parris Island, S. C., by Pvt. Harold M. Austin, Jr., USMC, who on qualification day fired a 240 out of a possible 250.

Although the 22-year-old marine from Long Lake, N. Y., had for years been an experienced rifle shot prior to entering the service, he established the new record with an M-1 rifle, a model which he had never fired before enlisting in the corps.

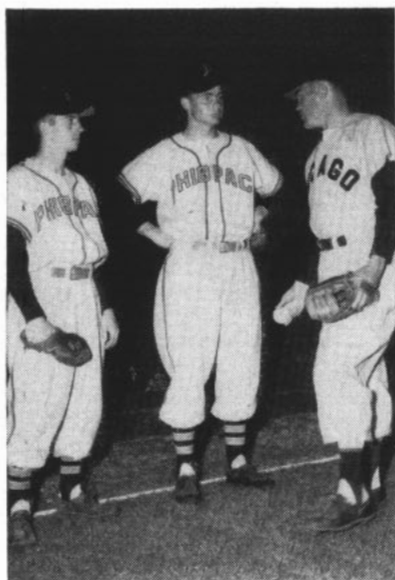
Bluejacket Grapplers

Matmen of Naval Training Center, San Diego, Calif., have proved themselves one of the armed services' outstanding wrestling teams of the year.

The powerful squad of grapplers won 10 consecutive dual meet triumphs and five straight tournament victories, one of which was the 11th Naval District championship.

Competition in which the NTC Bluejackets matched muscles included the National Junior AAU Wrestling Tournament at San Diego State College where they took four titles.

The clean-slate season ended with the Bluejackets gaining an 11-8 upset in a match with a team of Japanese national champions, each of whom is not only a wrestler but a holder of the "Black Belt," the top class in judo competition.



BIG LEAGUE star Dave Philley talks shop with PhibPac's Jim Raile, FA, (left) and Cpl. Norm Straass, USMC.



CLOSE PLAY at home is called as Umpire George Barr (white shirt) shows finer points to sailors attending first school for umpires in Far East command.

Three-Way Shut Out

In one of the most masterfully pitched ball games ever witnessed at Naval Air Station, Memphis, Ted King, the Hellcats' hurler, produced a seven-inning, no-hit, no-run, no-man-to-reach-first exhibition in which Memphis shut out Delta State College 9 to 0.

Only one Delta batsman was able to lift a ball out of the infield, and a Hellcat outfielder was right there to welcome that one. Of the other 20 men to face King, eight struck out, nine went out on infield grounders, and three popped out to the infield.

As if that wasn't sufficient for a one-man performance, King in his two times at bat rapped out two singles, knocked in two runs, and added another to his team's total by being batted in himself.

Sailor Second in Marathon

It looks as though a Quonset Naval Air Station distance runner is approaching his goal of winning the historic Boston Athletic Association Marathon.

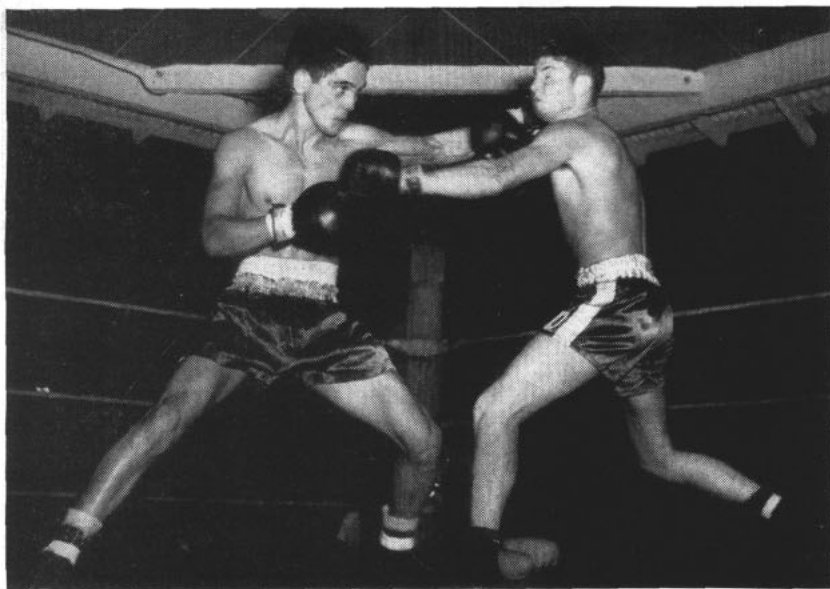
Two years ago, John Lafferty, AD1, USN, entered the 26-mile 385-yard race and finished 24th in a field of 185 of the world's best endurance runners. Competing again last year, Lafferty edged his way up to fourth place behind three Korean runners to lead all American entrants in a field of 139 across the

finish line. This year, the 33-year-old aviation machinist's mate again bested all other American runners by taking second place behind Shigeki Tanaka from Hiroshima.

Lafferty, who does his training at Quonset after his duty hours at the Recreation and Athletic Department, had added to his long-distance triumphs less than a month before the Boston run by winning the annual 15-mile road race sponsored by the Firestone War Veterans' Association at Hamilton, Ontario.



SALTY ANGLERS proudly display results of 30 minutes of thrilling spear fishing near Santurce, in Puerto Rico.



LEFT HOOK to the jaw by Domingo Manzon jars Davey Day in final feather-weight bout at NOB Guam. Day won the championship by unanimous decision.

New System of Boxing

Sailors on Guam have set up a new system of boxing competition that is really packing 'em in at the matches.

Until recently, boxing champions of the area were crowned in a yearly tournament and held their titles for the next 12 months. Now the champs can't rest on their laurels all year, but must defend their titles every three months.

The rating system provides for championship fights each quarter-

year, with the title holder in each weight division defending his crown against the leading contender. Contenders may challenge each other at regularly scheduled smokers during the three-month interval between championship fights. Thus a boxer must defeat every contender rated above him in order to get a shot at a title bout.

The new system is expected to raise the popularity of Navy boxing to a par with baseball and football. In the first tournament held under the revised method, the Naval Operating Base boxing arena was packed with a more-than-capacity crowd, even though heavy rain fell that night.

Telegraphic Bowling Champs

This year's Armed Services YMCA Telegraphic Bowling Tournament was won by 9th Naval District Headquarters keglers who compiled a 2996-pin team score to out-roll some 150 other Navy and Marine Corps entries from around the nation.

Top pinman for the Great Lakers was Lieutenant Commander Robert Hart, USN, with a 623 series. Samuel Gorrell, PNSN, USN, and Thomas Ramsey, YN2, USN, were second and third on the list with 599 each. Lieutenant Francis Olson, USN, with a 590, and Lieutenant Warren Miller, USN, with a 585, were the champs' other bowlers.



TRACK STAR Warren Walton, SA, Coronado Amphibs, holds schoolboy dash records close to Jesse Owens.

Bullets Scare Bombers

The Green Cove Springs (Fla.) "Bullets," softball champs of the 6th Naval District for the past two years, handed the nation's top-ranking Clearwater "Bombers" a scare while holding them to a one-run-margin win in a night game at Clearwater, Fla.

It was a 4-3 victory for the "Bombers," but had it not been for a shaky start on the part of the "Bullets," during which errors handed the "Bombers" three unearned runs, the Green Covers might have turned the tables on the Clearwater ballers.

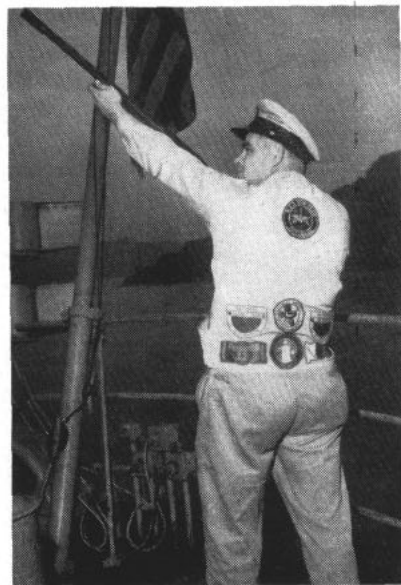
After the disastrous (for the "Bullets") third and fourth innings, the Green Cove team settled down and practically played the highly-rated "Bombers" off their feet for the remaining five innings, but their rejuvenated performance came too late to pull the close one out of the fire.

State Pistol Champs

A quartet of NAS Alameda sharpshooters are the new California state .22 and .45 caliber pistol champs.

Matching shots with the state's top-ranking deadeyes, the Alameda Hellcats became the station's first team to be successful in a state-wide match.

In addition to the team titles, a number of individual honors were brought back to the air station.



SKEET SHOOTER J. B. Raborn, Jr., AOC, stays in championship form by potting clay pigeons from ship's stern.

Servicewomen's Softball

Army, Navy, Air Force, Marine Corps, and Coast Guard stations within a 200-mile radius of Norfolk, Va., have entered teams in a servicewomen's softball league.

The powder-puff championship will be screamed off in a 22-game schedule to be played on the various armed forces diamonds of the area.

Basketball in Japan

A Tokyo Battalion Basketball League championship has been won by cagers attached to Commander Naval Forces, Far East, headquarters. The victorious task force team which won 14 of its 16 games was presented bronze statues for the championship and sportsmanship awards.

Inter-Service Sports in Japan

An Inter-Service Sports Association, representing 10 Far East major commands in the Tokyo-Yokohama-Yokosuka area, has been organized to provide high-level athletic competition for participants and maximum interest for spectators.

The executive committee of the association appointed minor committees which have scheduled inter-service competitive tournaments in baseball, softball, volleyball, basketball, football, tennis, and boxing.

Marine Boxer Is World Champ

Kenny Davis, Cpl, USMC, sensational 21-year-old boxer of Camp Pendleton, Calif., and 1950 All-Navy title holder, reached the peak of his squared-circle career by winning the amateur featherweight crown of the world.

The 126-pound gladiator from Clarendon, Texas, who has won many Golden Gloves matches and sportsmanship honors, annexed his world's-champ belt by TKOing Pauli Dufva, Finland's titlist, in the first round of their bout in the U.S.-European amateur world championship bouts at Chicago.

As evidence of Davis' superb ringmanship, such experts as former heavyweight champions Gene Tunney and Joe Louis, both of whom have seen the Marine fighter in action, say he is one of the greatest featherweight fighters they have ever seen.

SIDELINE STRATEGY

When your ship pulls into one of the South American ports, you can expect to be challenged by a local athletic team. Down there the people are red hot for sports competition with U.S. sailors. They play hard and like to win—especially over *Norteamericanos*.

Favorite sport of the South Americans is soccer, or "futbol," and huge crowds of 100,000 or more turn out for these contests. They excel in polo—Argentina's teams are world famous. The South Americans also do all right in such popular U.S. sports as baseball, basketball, and swimming, as Navy teams who have played against them will testify.

★ ★ ★

A Naval Reserve CPO pistol expert, holder of more than 1,500 medals and trophies for revolver shooting, including awards won as a member of the winning 1948 U. S. Olympic team, is stationed at U. S. Naval Station, San Diego. He is Frank R. Chow, TDC, who is interested in forming an 11th ND All-Navy pistol team. Chief Chow is quartered, most appropriately, at the CPO Mess.

★ ★ ★

The name of the week: Golfers at Naval Air Missile Test Center and NAS Point Mugu, Calif., competed in the Flutter Putters Spring Invitational Cow Pasture Pool Tournament.

Out in the Philippines they have softball weather the year around, and service teams trample the diamonds from January to December. From Subic Bay, Luzon, where an armed forces softball tournament was held, comes an incredible tale of iron-arm pitching.

Jack R. Miller, RMSN, of the Naval Station, Subic Bay, softballers, pitched a total of seven games in three consecutive days, compiled a record of six wins and one loss. On the first day of the tournament he pitched three complete games, winning two and losing the third. On the second day of the tournament he pitched and won one game. On the third and final day of competition he pitched and won four complete games. Miller allowed only 18 hits in his first five games, scored one shut-out.

By his herculean tour on the mound, Miller won the championship for his team.

★ ★ ★

Almost everyone in the Navy actively engages in one or more of the various forms of sport, or has better than a passing interest in same. Almost everyone, that is, except a seaman named James Franklin Slone whose nearest approach to athletic activity is ballroom dancing. "So what?" says you. So this, says us—James Franklin Slone is a Wave.—Ernest J. Jeffrey JOC, USN.



THE BULLETIN BOARD

25 July Is Cut-Off Date For Beginning Training Under GI Bill Benefits

Most World War II veterans who plan to take advantage of educational benefits under the GI Bill (Servicemen's Readjustment Act or Public Law 346, 78th Congress, as amended) must be enrolled in a course of study before 25 July 1951—the "cut-off" date for beginning training. This includes most World War II veterans now on active duty with the Regular Navy.

If you are not already enrolled in a course and intend to make use of your educational benefits, you should apply immediately at the school or college of your choice so training can be started as soon as possible.

According to law, veterans must begin their courses within four years from the date of their discharge or four years from the end of the war, whichever is later. The Veterans Administration has interpreted this to mean four years after discharge from the last period of service entered into prior to 25 July 1947, or the end of the war—whichever is later. For GI Bill purposes, the end of World War II has been set at 25 July 1947.

World War II veterans who enlisted or reenlisted in the Navy—but not the Naval Reserve—under the Voluntary Recruitment Act, Public Law 190—between 6 Oct 1945 and 5 Oct 1946—not only have four years from the date of their discharge from such enlistment in which to enroll but may count all of their enlistment period under P.L. 190, even that portion after 25 July 1947, in determining the extent of their entitlement.

The Veterans Administration has



also made certain rulings which will apply after the individual veteran's cut-off date. For example, veterans who interrupt their training to return to military service or veterans now on active duty who are forced to interrupt their courses because of military duties or transfers, may resume their training within a reasonable period after their release from active duty or when their military duties permit—but no education will be afforded after 25 July 1956, except in the case of the P.L. 190 enlistee. These veterans may also change from part-time to full-time courses in the same field if they wish.

Veterans taking correspondence courses will not be allowed to switch to classroom training even though the classroom training would be in the same field as the correspondence training. If a veteran has already begun a classroom course of study, however, he may take additional courses in the same field by correspondence. The basic course must have been started before his cut-off date.

Once a veteran completes or discontinues a field of study after his cut-off date he may not start another. Courses interrupted for reasons beyond the veteran's control—such as by summer vacations or reasons of health—are not considered as interrupted.

The GI Bill program will end for most veterans on 25 July 1956—nine years after the end of the war. Veterans who enlisted or reenlisted under P.L. 190, between 6 Oct 1945 and 5 Oct 1946, however, have nine years from the end of that enlistment in which to complete their training.

New-Type Fitness Report For Officers to Be Used On and After 1 July 1951

New forms for reporting on the fitness of officer personnel are now available at usual supply sources and are expected to be used for all reports submitted on or after 1 July 1951. They mark a return to the type used during the early years of World War II.

Numerical marks on a scale of 0 to 4.0 will be used to rate the officer's performance. The new form does not require a comparison by percentage with other officers in the same grade.

In compiling statistics on reports filed under the old system, it was learned that—taken as a whole—the reports did not fit the "normal curve" of distribution because most officers were rated in the upper fourth of the "curve."

The new forms are single sheets, printed on both sides, of a more convenient size—eight by 10½ inches. There are no supplementary sheets. The old report was printed on one side only and was eight by 14 inches, with two supplementary pages. The new forms are printed in pads of 75 report forms, 75 work sheets—which the senior officer may retain in his files—and an instruction sheet.

New Assault Landing School Opens at Coronado, Calif.

Demonstration of the value of assault landings during World War II and recent Korean operations resulted in the establishment of another new school at Coronado, Calif., to train selected officers and enlisted men for this highly specialized job.

The newly activated Amphibious Force Beach Group School of the Pacific Fleet will schedule nine-week classes providing instruction and training of men assigned to headquarters units, boat units, beachmaster units and amphibious Seabee units.

In addition to the new school, the Navy's amphibious training establishment at Coronado, Calif., includes five specialized schools for

Road Signs in Korea Aid Safe-Driving Campaign

"Drive carefully—the guy you hit might be your relief."

That's the advice on many roadside signs in Korea. They were put up by the First Marine Aircraft Wing in Korea in an effective safe-driving campaign.

Naval Gunfire Support, Air Support, Landing Craft Control, Communication and Intelligence.

Purpose of the schools is to achieve greater efficiency in various phases of unified armed forces amphibious operations. The schools are open to selected Regular Navy and Naval Reserve personnel as well as to assigned units of U.S. armed forces and allied foreign military personnel.

Included in the other amphibious operations are Underwater Demolition Teams. Fifteen weeks of training is provided for these teams. Each type of unit in the field of amphibious operations receives specialized training for its different job while all units receive indoctrination in landing force training.

Five New Class A Schools Established by the Navy

Five new Class A schools for enlisted personnel have been established.

The first of these, a 14-week course for *metalsmiths*, opened at Norfolk, Va., on 23 April. It is scheduled to turn out about 15 trainees every two weeks.

On 7 May, a new school for *molders* was started at San Diego, Calif. Twenty trainees will enter the school every 10 weeks. Half will be selected from graduates of recruit training while the others will come from a returnable fleet quota. The course is 20 weeks long.

Two courses got under way on 14 May. One is a school for *damage controlmen*, at San Francisco, Calif. The course will last 16 weeks and 18 trainees are expected to be graduated every two weeks when the course gets on schedule. Four of the trainees will come from the Pacific Fleet and the 11 from recruit training. The other, a 16-week course for *pipe fitters* at San Diego, is designed to graduate 15 trainees every two weeks: Three from the Pacific Fleet and 12 from recruit training.

The fifth course, for *boilermen*, began at the Naval Training Center, Great Lakes, Ill., on 21 May. This course is 14 weeks long. Two of the 20 trainees entering the school every two weeks will come from the Pacific Fleet and the remaining 18 will come from recruit training.

WHAT'S IN A NAME

Blue Monday

The expression "Blue Monday" generally is believed to have had its origin sometime during the 16th century when Easter Monday (then the Monday before Lent) was designated in parts of Europe (especially Bavaria) as Blue Monday, the churches on that day being decorated in blue and a holiday being observed by those who had worked on Sunday.

In modern times, particularly in the U. S., the term denotes any Monday when, after

a day or two of leisure, task of beginning the new week's work oppresses the spirit. The sailor often regards a Monday with a "bluish" attitude after weekend liberty.

However, the sailors who perhaps had the most practical reason for considering a Monday as blue, or a day of low spirits, were those of the British navy of the early 17th century. One author of those times, in discussing sea punishments in His Majesty's Navy, wrote:

"As for petty pilferings, and commissions of that kind, these are generally punished with the whip, the offender being to that purpose bound fast to the capstan. And the waggery and idleness of the ship-boys are paid by the boatswain with the rod, and commonly this execution is done upon the Monday mornings, and is so frequently in use that some mere seamen and sailors do believe in good earnest that they shall never have a fair wind until the poor boys be duly brought to the chest, that is, whipped every Monday morning."

Sources in this connection indicate that misdemeanors were listed throughout the week, and punishment administered the following Monday.



31 Mar 1952 Is Deadline For Filing POW Claims

World War II prisoners of war and certain civilian internees now have until 31 Mar 1952 in which to file claims for benefits under the War Claims Act of 1948 as amended. A joint resolution of Congress has extended the deadline 13 months.

Ex-POWs can collect \$1 for each day they were held prisoner. Those civilian internees who qualify can collect \$60 for each month of confinement if over 18 years of age at time of confinement, \$25 if under 18. Civilians who were paid under the Missing Persons Act cannot be paid under the War Claims Act but prisoners of war may receive the benefits of both acts, if they are eligible.

Legislation has been proposed that would enable the War Claims Commission to handle claims for personal injury or property damage resulting from World War II incidents. If the Act is amended to cover such claims, POWs and others would

stand to receive far greater benefits than those now available.

Claims forms may be obtained from the WCC, Veterans Administration regional offices and certain state agencies designated by governors. They should be filed with the War Claims Commission, Washington 25, D. C.

Film Features Operation In Sub by Enlisted Man

The prize-winning television film *The Pharmacist's Mate*, will soon be issued throughout the Fleet by the Navy Motion Picture Exchange.

The Pharmacist's Mate is one of a weekly series of prize-winning plays produced commercially and seen on a coast-to-coast TV network. It dramatizes the true story of an emergency operation performed by an enlisted man on board a Navy submarine in enemy waters during World War II.

Procedures Are Revised For the Selection of Naval Aviation Cadets

The procedure for the selection of naval aviation cadets has been revised by BuPers-MarCorps Joint Letter, 2 Apr 1951 (NDB, 15 Apr 1951).

Many of the requirements remain the same but there are three important changes. They are as follows:

- Persons who have graduated from accredited high schools but who have *not* had at least two years of college must pass the USAFI college level general educational test and must attain the following scores on Navy standard classification tests: Navy personnel: GCT plus Ari 120, Mech 58; USMC personnel: GCT 120 PA 116.

- Selection boards will meet at each station and on board each ship to examine applicants. Wherever possible, these boards will consist of three line officers of, or above, the grade of lieutenant or, in the case of the Marine Corps, officers in comparable USMC grades.

- An applicant who is separated from flight training may no longer elect discharge from the Navy but will be retained in the service.

The individual separated from flight training may elect to be retained on active duty in Class V-6, USNR, for a time (including the period on active duty as a NavCad) sufficient to meet the requirements of the then current selective service legislation or—if the person is a former member of the Navy, USMC or USMCR—he may be discharged from the USNR to reenlist immediately in the branch in which he had served in his previous grade or rate and classification, if qualified.

Other qualifications remain the same. Applicants must be U.S. citizens, over 18 but under 27 years

U.S. Sailors Build Own Clubhouse in Korean Port

A new Navy enlisted men's club—a bit of the USA in Korea—is the pride of the crew of destroyer escort *uss Wiseman* (DE 667), a power ship supplying electricity to a port in Korea.

Rice-laden junks at the dock and towering mountains form a picturesque background for the white hats' recreation hall which they designed as a wild west tavern.

Souvenir peddlers, shoe-shine "boy-sans" and pretty girls selling peanuts wait for the sailors to spend "won"—Korean money.

Located on the municipal dock 100 yards from the ship, the rec hall was formerly a customs house.

The ship's recreation committee, realizing the importance of morale in an isolated part of Korea, tackled the task of building a clubhouse. All crew members eagerly supported the plan.

Taking over the deserted structure, the men found that the shack needed windows, heat, paint, wiring, furniture and equipment.

Glass—one of the most scarce items in Korea today—was obtained

after a diligent search by Willard C. Reynolds, Sr., RD2, USN, and Francis M. Lucas, RD2, USN. Painting and replacing the glass windows was done by Reynolds, Lucas, and Charles E. McNeave, RD3, USN.

Charles D. Sullivan, QM2, USN, and Daniel L. Miller, QM1, USN, decorated the walls with signal bunting. Jim A. Maier, SN, USN, and Cecil E. Ringgenberg, SH2, USN, spent two days building movie benches and a bar. Volney W. Kelm, RD3, USN, helped install soft, comfortable backs on the hard wooden benches.

Telephone lines and power jacks were installed by DeWayne L. Higgins, ET2, USN, and Merlyn D. Owen, FN, USN. Charles M. McCaleb, RDC, USN, built the movie screen and Lieutenant (junior grade) Walter A. Smith, Jr., USNR, *Wiseman's* recreation officer, obtained a heater from the Marines.

Entertainment includes music by a native band, expertly coached by the bluejackets.—Felix B. Grosso, JO1, USN.

of age at the time applicant is submitted, unmarried, physically qualified, and with an aptitude for, and an intense interest in, flight training. Service personnel must be recommended by their commanding officers.

Members of Reserve components on inactive duty are eligible for flight training on the same basis as civilian applicants.

4,400 Naval Reservists Given Training Cruises In Atlantic Fleet Ships

Reserve cruises during April, May and June were made available in ships of the Atlantic Fleet for approximately 600 officers and 3800 enlisted Reservists.

The civilian-sailors embarked from three ports—Newport, R.I., Norfolk, Va., and Charleston, S.C. Quotas for the cruises were assigned to the seven eastern naval districts and the Potomac River Naval Command.

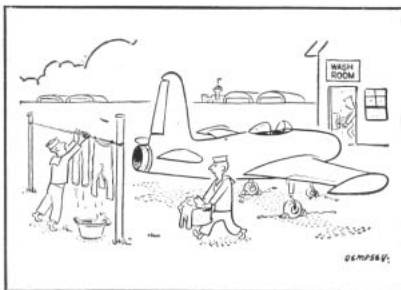
Afloat training for Reservists on the Pacific coast has been restricted since the Korean crisis largely to ships assigned to naval districts for USNR annual training programs.

This summer's schedule for annual Reserve afloat training on both coasts is not as yet completed. However, naval districts will announce available cruises through local publicity. Annual training at shore schools also is available to qualified Reservists on a year-round schedule.

In the field of naval aviation, annual two-week ground training courses have been scheduled for July 1951 through June 1952 for inactive Volunteer Reserve officers. These ground courses are open to both naval aviators (but do not provide for "duty involving flying") and aviation ground personnel.

Limited quotas in aviation ground school will be assigned to Chief of Naval Air Reserve Training for certain Organized Air Reservists.

Application for annual training courses should be made to the com-



mandant of the naval district in which the Reservist resides or to the CNART (whichever maintains the service record). Application should be made at least 30 days prior to the convening date of the desired course. Name a second and third choice of type of training and date, in the event the first choice is not available.

Only certain Volunteer Reservists are eligible to take annual training. Members who have satisfactory attendance records are eligible, along with Reservists who require duty to qualify for advancement, and Naval Academy candidates.

Because of extensive construction work and increased fleet deployments, previously announced schedules for annual training of Naval Air Reservists have been modified. Facilities for annual training duty for Reserve aviation units will not be available at NAS Alameda, Calif., NAAS Miramar, Calif., and in the Jacksonville, Fla., area. However, other facilities will be made available and announced by commandants of the respective naval districts.

Scholarship Open to Son Of Navy/MarCor Personnel

The son of a Navy or Marine officer or enlisted man will be awarded a four-year tuition scholarship, valued at \$2,400, to Rensselaer Polytechnic Institute, Troy, N. Y.

Applicant's father may be a Regular or Reserve officer, petty officer or non-commissioned officer on active duty or retired with pay. The award may be given to the son of a deceased serviceman who was in any of these categories.

Application forms—to be completed by the student and the principal of the high school he last attended—may be obtained from the Dependents Assistance Branch, Bureau of Naval Personnel, Washington 25, D. C. They must be submitted before 20 June 1951. The successful candidate will begin his course in September 1951.

A selection board, consisting of line and engineering officers, will meet at BuPers to consider applicants on the basis of scholarship, class standing, leadership qualities and participation in extracurricular activities.



Which Is Harder—Bullet or a Marine's Head?

"Which is the hardest—an enemy bullet, a steel helmet, or a Leatherneck's head?" That's a question many men of the First Marine Division in Korea have been asking.

Here are a couple of incidents which give rise to the question.

In action against the enemy in Korea, a Marine anti-tank platoon rushed up to give aid to a rifle company pinned down by fire from enemy pill boxes. As the platoon unloaded its 75-mm. recoilless rifles from trucks, bullets from the pill boxes began to buzz around their heads. The enemy fire continued until the white phosphorus shells from the anti-tankers' rifles silenced the Reds.

Lieutenant Harold Coffman, the platoon commander, gave the "cease fire" order. Then he removed his helmet and inspected it curiously. Running his finger over a quarter-inch dent furrowed by an enemy slug he said, "I thought I felt something funny."

Following his platoon commander's example, Corporal Benjamin Bradshaw removed his camouflage helmet cover and ran his finger through two holes in it—the in-bullet and out-bullet holes.

Staff Sergeant James Rogers

joined the other two. His helmet wasn't nicked, but his head was. A mass of dried blood covered his right eyebrow.

The pay-off, however, belongs to First Lieutenant Fred J. Fees, Jr., a Marine fighter-bomber pilot attached to the First Marine Division in central Korea. He was acting as forward air controller with the forward elements of an infantry battalion.

During the initial assault on Hoengsong he was calling in air support sorties on enemy strong points.

In the middle of the strike which he had talked in, a sniper scored on Fees, with a bullet entering one side of his face and emerging from the other.

Fees was later evacuated by helicopter to a rear area. There it was discovered that the sniper's bullet entered his right cheek, passed through his throat and bored through his left jawbone.

Four days later, after a jaw wiring job done on board a hospital ship in Pusan harbor, Fees paid a visit to his friends at First Marine Aircraft Wing headquarters. His only complaint was a slightly sore throat.



New Uniform Code of Military Justice Replaces Navy's "Rocks and Shoals"

A new Uniform Code of Military Justice went into effect on 31 May, a little more than a year after the act which authorized it was signed by the President.

This new code applies uniformly to all the services, including the Coast Guard. It replaces "Rocks and Shoals," the Articles for the Government of the Navy, and also replaces the Articles of War.

Apart from the code itself, the governing publication relative to the administration of the law is the *Manual for Courts Martial, United States*, 1951. This publication has already been distributed on a service-wide basis and, in effect, takes the place

of *Naval Courts and Boards*, 1937, and of *Naval Justice* (NavPers 16199 and 16199A.)

The new code is a unification measure growing in part out of the findings of various committees appointed by James Forrestal when he was Secretary of the Navy. Later a committee appointed by Mr. Forrestal in the capacity of Secretary of Defense prepared the uniform code for congressional action.

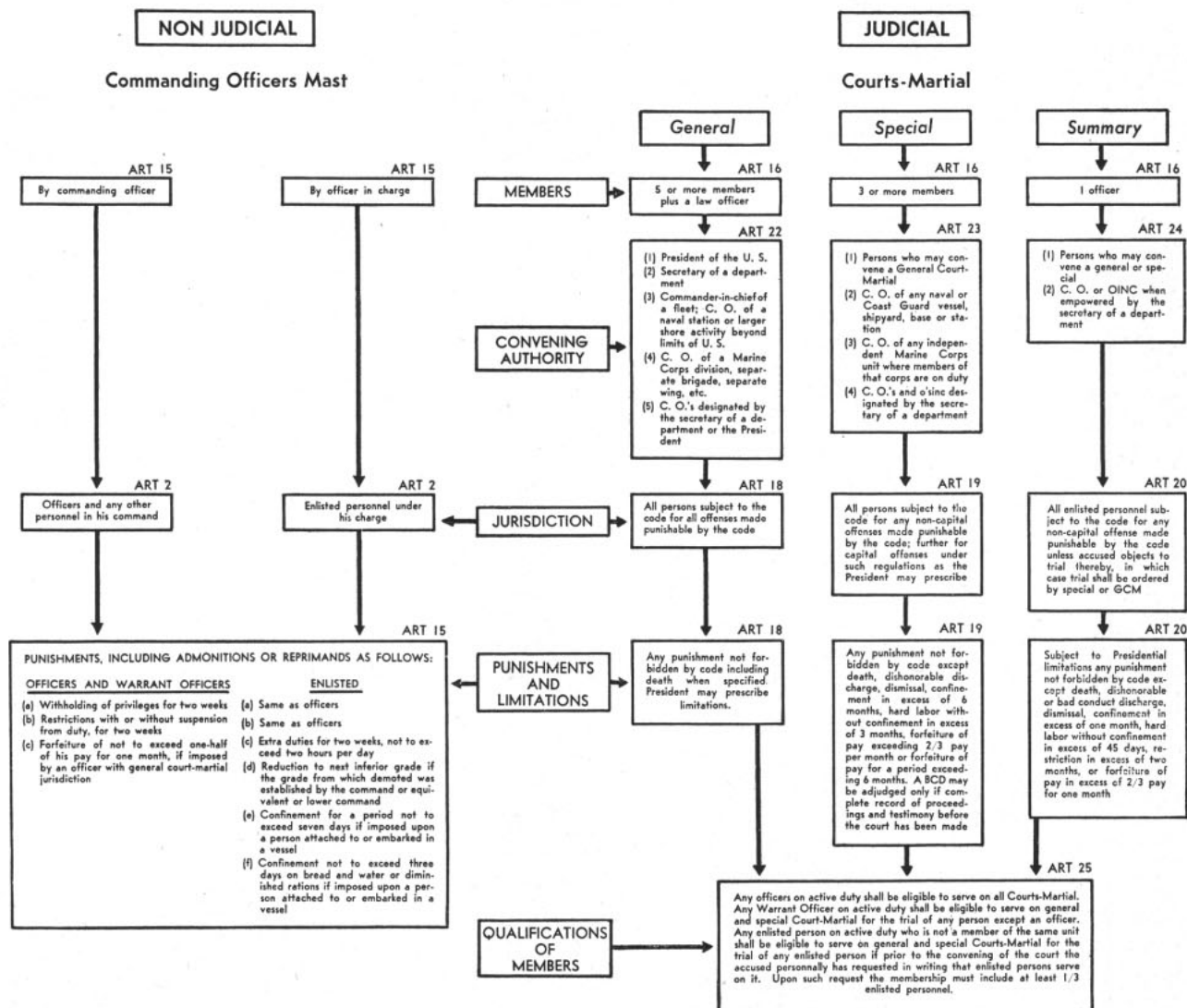
The provisions of the new code, says Admiral Forrest P. Sherman, USN, Chief of Naval Operations, "will afford greatly increased protection to rights of the individual, and thereby will serve to promote justice."

The charts below show the organization of the new code in the naval establishment. Here's a brief summary of the important changes in the code, as outlined by the Chief of Naval Operations:

- The former deck court is now replaced by a summary court-martial; what was formerly called a summary court-martial has been replaced by a special court-martial. The general court-martial is retained.

- Also retained is commanding officer's punishment ("captain's mast"). The power of COs in meting out punishment are somewhat reduced generally although COs may now impose a fine on officers if they

AGENCIES ADMINISTERING MILITARY JUSTICE



are authorized to convene a general court.

- The composition of a general court is substantially as in the past, except that a law officer has been added.

- Also, if an enlisted man is given a general or special court-martial, and if he so elects, there must be enlisted representation in the membership of the court-martial.

- The powers of courts-martial are substantially the same as those of their former counterparts, except that a special court has been given added power to award confinement of up to six months.

- The jurisdiction of courts is substantially as in the past except that special courts will have jurisdiction of officer cases and of capital cases governed by presidential regulations.

- An individual has a right to counsel of his choice at pretrial investigations as well as at trial by general and special courts and at governing publication relative to the hearings designed to determine whether an individual's probation should be revoked.

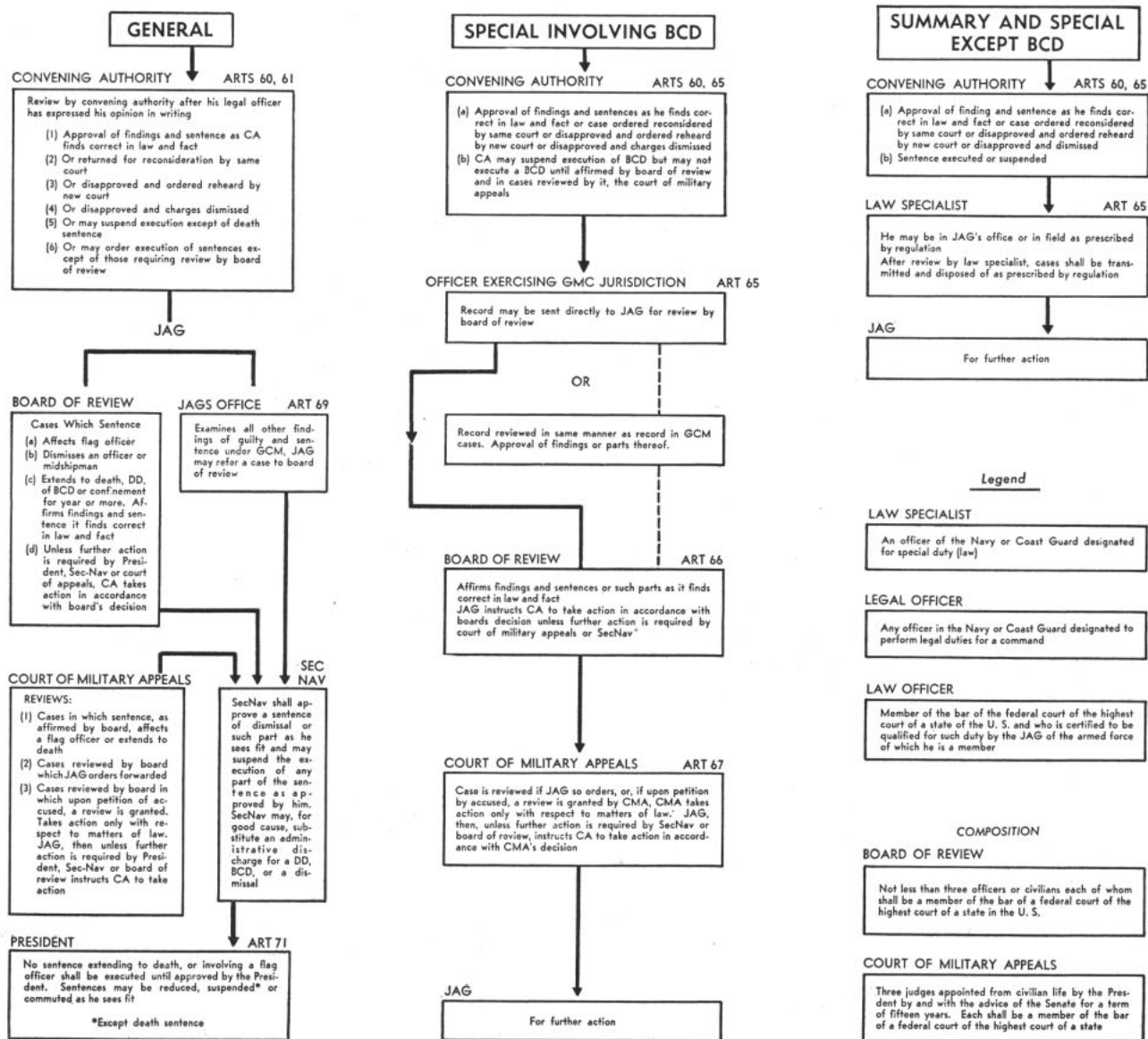
Reviewing procedures have also been radically revised, providing increased protection to the rights of the individual.

USMCR EMs May Transfer To Regulars in Same Rank

Enlisted Marine Corps Reservists on advice duty may now become Regulars without loss of rank or precedence. The opportunity to transfer to Regular Marines also applies to women Reservists. Details were announced in Almar 15.

Men between the ages of 17 and 31, and women 18 to 31 on active duty are eligible to apply for the Regulars. Those over 31 may qualify if their total active duty time deducted from their age is 31 or less. Enlistments are for 2, 3 or 4 years.

REVIEW OF COURTS-MARTIAL



Eligibility Requirements Listed for Enrollment in Officer Candidate School

Eligibility requirements and procedures for enrollment in Naval School, Officer Candidate, Newport, R. I., have been outlined in BuPers Circ. Ltr. 66-51 (NDB, 30 Apr 1951).

A special transitory rating of officer candidate (OC) was established for enlisted members of the Naval Service selected for this school (see ALL HANDS, May 1951, p. 42).

Appointments as ensign, USNR, and active duty orders will be delivered to candidates upon successful completion of the course.

Commanding officers are authorized to forward applications from eligible enlisted male members of the Regular Navy and Naval Reserve who are serving on active duty within their command and appear to meet the following qualifications:

- Must have reached their 19th but not their 27th birthday at the time of application.
- Must be a graduate of an accredited college or university with a baccalaureate degree (four-year college course) and must have completed mathematics through trigonometry.
- Must be a citizen of the U.S. by birth, or a naturalized citizen for a period of at least 10 years during

which applicant has resided continuously in the U.S.

- Must be physically qualified by standards set forth by the Medical Department.

- Must have been serving on active duty at a permanent duty station for at least two months. Qualified personnel who are in service schools are eligible to apply if they are attending a course of two months or more duration.

- Must have at least six months' obligated service under current enlistment upon receipt of orders to school in order to be eligible. Men having less than the required obligated service are authorized to extend or reextend enlistments voluntarily for a period of one year if the aggregate of the extensions does not exceed four years in any single enlistment.

Men who wish to be considered for appointment should submit a written request to their CO, briefly outlining their qualifications.

These qualifications will be reviewed by the CO, who will direct the man to be physically examined if he appears to be qualified. Men who do not meet requirements will be informed in writing by their CO.

Waivers of any physical or educational qualifications should not be requested either by the applicant or his CO.

If the applicant is physically qualified, the CO will direct him to take steps to obtain the required documents to substantiate his qualifications. These include, among others, a birth certificate or naturalization papers, transcripts of college work, an active duty agreement and evidence of change of name if the name on the birth certificate is not exactly as it appears in the service record and on the application form.

A board of three officers will assess the personal qualifications of the applicant in accordance with instructions printed on the back of the "Interviewer's Appraisal Sheet" (NavPers-985).

In the previously mentioned active duty agreement candidates agree to accept a commission, if offered; to serve on active duty in commissioned grade for three years, if required, and to retain commissioned status in the Naval Reserve for a period of eight years.

Certain Changes Made In Enlisted Personnel Procedures by New Code

As the new Uniform Code of Military Justice went into effect, replacing portions of *Navy Regulations* for naval use, it necessitated certain changes in enlisted personnel procedures. Here are some simultaneously put into effect:

- The term "summary court-martial" will be used in all official publications and records in place of the term "deck court," except where it refers to such tribunals held before 31 May 1951.

- The term "special court-martial" will be used in all official publications and records in place of the "summary court-martial," with the same exception as above.

- The term "non-judicial punishment" will apply to punishments awarded at captain's mast.

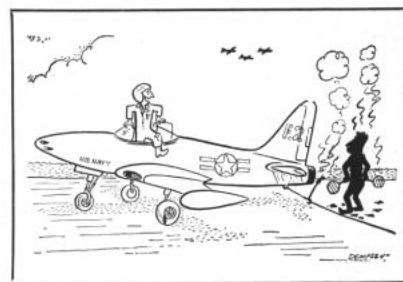
These directions are included in BuPers Circ. Ltr. 63-51 (NDB, 30 Apr 1951), which covers a wide field of matters involving discipline and discharges. While many of the details are of interest primarily to COs and administrative personnel, here is one change of especial interest to all:

Except in the case of CPOs, permanent appointment, a CO can now reduce an enlisted person to the next inferior rate or rating regardless of whether he himself has previously effected the advancement. This he can do as a non-judicial punishment at captain's mast or upon finding that the person concerned isn't qualified to hold the rate or rating he holds. Formerly, a CO could reduce an enlisted person in rating only as a punishment and only when the enlisted person had been advanced to his present rate by the same command.

Deadline 30 June 1951 For Connecticut Bonus

Deadline for filing claims for the Connecticut veterans bonus expires 30 June 1951. World War II veterans who were "domiciled in Connecticut one year next preceding their entry into the service" must file their applications on or before that date.

Wives (if not remarried), children and parents may file claim (in that order) if the veteran is deceased. Earlier information on the Connecticut veterans bonus is contained in ALL HANDS, February 1950, page 42, and September 1950, page 56. Inquiries may be addressed to Treasurer, State of Connecticut, Veterans' Bonus Division, Hartford 15, Conn.



"Boy! Was that a hot landing."

Resignations Considered From USNR Officers Not Available for Service

Consideration is now being given to resignations submitted by Naval Reserve officers on inactive duty whose age and qualifications minimize their availability for active naval service. This step is being taken to insure that all officers who are retained in Reserve components will be available for active duty in time of emergency.

All USNR officers who consider themselves unavailable for active duty under any circumstances, because of age or other compelling reasons, should submit their resignations so that their status may be clarified.

Resignations from USNR officers whose ages exceed those opposite their rank designated below will be accorded consideration: commander, 50; lieutenant commander, 45; lieutenant, 40; lieutenant (junior grade), 36; ensign, 34; warrant officer, 40.

Resignations should be addressed to the Secretary of the Navy via the Naval District Commandant and the Chief of the Bureau of Naval Personnel and must contain adequate reasons to support the resignation. Resignations will be given full consideration consistent with the needs of the service.

Provisions of the Inactive-Status List have been clarified and redefined in light of the personnel requirements of the present national emergency and the current expansion of the naval establishment.

Reserve officers may be transferred to the Inactive-Status List either voluntarily or involuntarily.

- Officers on ISL are eligible to be ordered to active duty under the same criteria as Reserve officers in other categories.

- Officers on ISL will not necessarily be removed from mobilization name lists because they are on ISL. Such officers are not eligible for promotion or to receive training for point credit while on ISL.

- Officers on ISL, upon reporting for active duty, will automatically be removed from ISL.

- Resignations submitted by officers on ISL will not be recommended for acceptance on this basis alone.



Physical Waiver Clarified For USNRs on Active Duty

Many Naval Reserve officers who have returned to active service since the Korean crisis have been concerned by the possibility that physical waivers which they were issued at the time of reporting for duty may affect their future rights concerning retirement for physical reasons.

They also wonder whether such waivers might jeopardize their chances for promotion by adversely influencing selection boards.

Waivers issued to USNR officers who have returned to active duty are currently being recalled and copies are retained only in the officer's medical history and are not entered in his service record. There is consequently no possibility that selection boards could be inadvertently influenced by such unexplained defects or disabilities while reviewing the officer's service record.

When an officer is ordered to active duty with possible defects or disabilities—which might have disqualified him for original appointment but do not affect his ability to perform active service—these defects will in the future be automatically waived without a waiver letter.

The Career Compensation Act of 1949 has amended Public Law 816, 77th Congress, so that physical waivers are no longer a bar to physical retirement. Provisions have been made so that in the event of any future application by personnel for retirement because of disability there will be a full and fair hearing to determine if sufficient disability exists entitling the individual to retirement benefits.

Navy-Wide Examinations For Academy Prep School Will Be Held on 2 July

Qualified enlisted personnel nominated by their commanding officers may compete for entrance to Naval Preparatory School (until recently Naval School, Academy and College Preparatory) at Bainbridge, Md. Navy-wide examinations will be held 2 July 1951.

Enlisted men of the Regular Navy and Marine Corps, and members of their Reserve components who are serving on active duty (except training duty) at the time of the July examination, are eligible for consideration for nomination according to BuPers-MarCorps Joint Ltr. 51-267 of 13 Apr 1951 (NDB, 15 Apr 1951).

Subjects taught at the Naval Preparatory School are substantially the same as those covered in the forthcoming Naval Academy entrance examinations—English, algebra, geometry and U.S. history.

This year's class at the Preparatory School will begin about the first week in September. The course of instruction lasts 28 weeks. At the end of the course the top 160 graduates will be appointed to the Naval Academy by SecNav.

The completed examinations and application forms (NavPers 675) should be forwarded to the Chief of Naval Personnel (Attn: Pers-C1214) in accordance with the BuPers Manual, Article D-2309 (3).

Both examinations and applications should be forwarded as soon as possible after 2 July in order to expedite processing by the Bureau of Naval Personnel.

Assignment of candidates often has been delayed in the past when medical forms 88 and 89 were filled out incompletely.

There are several recommended texts obtainable from naval sources which are useful in preparing for the preliminary exams. These are listed in BuPers Circ. Ltr. 159-50 (NDB, 15 Oct 1950) as amended by BuPers Circ. Ltr. 40-51 (NDB, 31 Mar 1951).

Examinations and application forms may be requisitioned through the district publications and printing offices, ComServLant and ComServ-Pac.

Here's Latest and Most Complete Roundup of Information on Retirement

Here is a roundup of information on retirement—beginning with physical disability retirement, the new rules of which apply equally to officer and enlisted, Regular and Reserve.

Physical disability retirements and separations of both officer and enlisted personnel are now governed by the provisions of the Career Compensation Act of 1949 Public Law 351, 81st Congress. New procedures are now in effect for carrying out these provisions, and are covered in BuPers Circ. Ltr. 20-51 (NDB, 15 Feb 1951). That circular letter is here given almost in its entirety.

The basic purpose of the physical disability retirement law is to provide a means of separation from the active list and from active service of officers and men who became physically disabled. One of the key



provisions of the law is that no member of the service will be separated or retired for physical disability without a full and fair hearing if he demands it.

Four types of administrative boards now set up in the Navy provide such full and fair hearing, whether demanded or not. These are: clinical boards, physical evaluation boards, physical review council, and physical disability appeal board.

Physical disability proceedings are initiated by the clinical boards, or in some cases by medical survey boards. The duty of clinical boards is to evaluate and report on the current state of health of the individual under examination. These boards are each composed of three medical officers and function in service hospitals and other naval medical facilities.

A clinical board may recommend one of the following for a person under examination:

- Appearance before a physical evaluation board.
- Return to duty.
- Continuance of treatment.
- Other disposition as may be considered necessary.

If the individual then goes before a physical evaluation board, it is there that he gets his hearing. In his hearing, he has all the rights of a defendant before a court-martial board and also may file a rebuttal to the recommended findings of the board.

A physical evaluation board is composed of officers with medical and non-medical qualifications, in accordance with SecNav's regulations. There are numerous Navy

and Marine Corps physical evaluation boards located in most continental U.S. naval districts. They are placed about the country in relation to the density of service population in the various areas.

The physical evaluation board makes a "recommended finding" as to (1) whether the individual is fit or unfit to perform the duties of his position by reason of physical disability, and (2) whether or not disability was incurred while the individual was entitled to receive basic pay.

If the person is found unfit to perform his duties, the board establishes a percentage of disability based on current Veterans Administration rating tables. If he is found unfit, *with a disability rating of 30 per cent or more*, here are the various conditions under which he may receive retirement pay:

- If disability was not incurred as a result of misconduct.
- If individual has completed more than eight years of service and was entitled to receive basic pay when disability was incurred.
- If individual has completed less than eight years' service and disability was the proximate result of active duty.

(After 20 or more years of active service, a member may receive retirement pay for physical disability of any amount above "zero per cent.")

If the foregoing conditions are met except that disability is rated at less than 30 per cent, he may be separated from the service with severance pay.

If these conditions are not met, he may be discharged from the service without pay.

Where the recommended finding is that disability is 30 per cent or more, *and permanent*, the member may be permanently retired. If the finding is that disability is 30 per cent or more and *may be permanent*, he'll be placed on the temporary disability retired list. If placed on the temporary disability retired list, he will be subject to a physical examination at least every 18 months for the next five years. Any one of these examinations may result in restoration to active service and status, in permanent retirement, in severance, or

Gunner Meets the Artist Who Put Him on Poster

It's a small world—especially when you're in the Navy.

One day a year ago, Gunner William F. Lade, USN, was walking down the street when he saw a recruiting poster showing a picture of himself in a diving suit. The poster had been made from a painting—and the painting, Mr. Lade thought, must have been made from a photograph taken some 10 years before. For a long time he wondered who had dug up the photo and had made the attractive illustration.

Now he has his answer. Upon returning to Japan after UDT work in Korea, the Gunner Lade was assigned to a room in a BOQ in Japan. Also assigned to the same room was Ship's Clerk Harold F. Kavanagh, USN. Opening a get-acquainted conversation, Mr. Lade mentioned his diving experiences. Mr. Kavanagh said he'd once painted a picture of a diver for a recruiting poster—one of his most successful recruiting posters! Now the gunner knows the person who painted him.

in continuation on the temporary retirement list. He will not be carried on the temporary retired list for more than five years.

Retired pay for both permanently and temporarily retired members is computed by one of the following two methods: (1) By multiplying the degree of disability by the basic pay of the highest permanent or temporary rank or rate satisfactorily held, or (2) by multiplying the number of years of active service by two and one-half per cent of the pay of the highest rank or rating satisfactorily held.

An important exception is that in no case will the pay of temporarily retired members be less than 50 per cent of base pay of such highest rank or rating. The highest rank or rating satisfactorily held is as determined by SecNav.

In addition to making findings regarding the percentage and permanency of disability, misconduct, and similar matters, a physical evaluation board may recommend one of the following dispositions:

- Return to duty.
- Sick leave.
- Awaiting-orders status.
- Continue treatment.
- Other disposition as may be deemed warranted.

All cases are forwarded by the physical evaluation boards to the Physical Review Council in Washington, D.C., for review and recommendation to SecNav as to final action. The council consists of the following administrative heads or their designated representatives acting for them: Chief of Naval Personnel, Commandant of the Marine Corps, Chief of the Bureau of Medicine and Surgery, the Judge Advocate General.

In cases where the Physical Review Council changes the recommended findings of the Physical Evaluation Board in such a way as to affect the ultimate disposition of the individual or to lower the percentage of disability and thereby decrease retired pay, a further review of the case is made by the Physical Disability Appeal Board.

The Physical Disability Appeal Board is also located in Washington, D.C. It consists of five commissioned officers, three of whom are non-medical and two of whom are med-

HOW DID IT START

Chaplain

A beggar, a saint, an old cloak, and a wartime custom of ancient France—all played a relevant part in the origin of our word "chaplain."

History tells us that sometime back in the fourth century a French soldier by the name of Martin, with a group of well-dressed companions, met an importunate beggar shivering in his rags on a bitterly cold winter night at one of the city gates of Amiens. All but Martin passed by heedless of the cry for alms. Martin, touched with compassion, opened his purse but found it empty. However, he drew his sword and with it divided his heavy cloak with its ample folds and gave one half to the beggar, keeping the other half for himself. That night Martin in a dream saw Christ clad in that half cloak and was so moved by the vision that he sought baptism. Soon afterwards he abandoned his military career and devoted himself to the church. In time he became the patron saint of France. The "miraculously preserved" cloak of Saint Martin of Tours was regarded as a sacred banner by the kings of France who became accustomed to carrying it onto the battlefield as an inspiration and good omen.



Between wars, the cloak or "cappa" was kept in a movable shrine referred to as a "cappella" (later "chappelle") which term in those days was given to any short cloak, cape, hood, or cowl. The ecclesiastic placed in charge of the sacred relic was called a "cappellanus" or "chaplain." This gave rise in later years to application of the name chaplain to any cleric charged with the custody of relics, or of a chapel where relics were kept. Thus this title of ancient background has eventually come down through the years to be conferred upon the clergymen of today's armed forces.

Chaplains accompanied most of the exploring expeditions sent to the new world. When Francis Drake sailed around the world in his Golden Hinde (1578-1580), among those on board was Chaplain Francis Fletcher, a clergyman of the Church of England, who, it is said, conducted the first Protestant service in the English language in what is now continental U. S. The service was held in June 1579 on a beach located in what is known today as Drake's Bay in Marin County, Calif., about 50 miles north of San Francisco.

Other English sovereigns, following the precedent set by Queen Elizabeth, appointed chaplains to serve on the larger vessels of the British navy. Charles I, for instance, while King of Great Britain and Ireland from 1625 to 1649, appointed a "man of God" to the ships of his English fleet. In those times, chaplains, like doctors, were paid by the ship's crew themselves, the chaplain receiving four pence a month from each seaman. On the other hand, a chaplain was authorized to pay a seaman six pence for each psalm he might learn. This custom could be looked upon as a sound investment on the part of the seaman since it provided him an opportunity not only to get back his four pence, but to realize a petty profit of "tuppence" to boot.

ical members. In controversial cases, it irons out the points at issue in conjunction with the Physical Review Council and the individual being processed. After that, all papers are transmitted to SecNav.

Final action by the Secretary of the Navy may result in one of the following final dispositions:

- Permanent retirement.
- Placement on temporary disability retired list.
- Separation from the service

with authorized severance pay.

- Discharge from service without severance pay.

- Retention in service as fit for duty or for continued treatment.

If permanent or temporary retirement is indicated, the individual is transferred to the appropriate retired list on the first day of the month following that in which his retirement is approved.

So much for physical disability. Here, now, are some facts on retire-

ments considered from the overall viewpoint.

40 years' service—An officer in the Navy who has been 40 years in active service will, upon his own application, be retired from active service by Sec Nav.

30 years' service—An officer in the Navy who has been 30 years in active service may upon his own application, and at the discretion of SecNav, be retired from active service and placed on the retired list.

20 years' service—

• An officer of the Regular Navy or Naval Reserve who has completed more than 20 years of active service in the Navy, Marine Corps, Coast Guard or their Reserve components—10 years of which was commissioned service—may at his own request at

the discretion of the President be transferred to the retired list.

• An officer or enlisted person of Naval Reserve, except Fleet Reserve, who at age 60 or older has performed satisfactory Federal service for an aggregate of 20 or more years—the last eight years of which was as a member of a Reserve component—will be placed on the Naval Reserve retired list by SecNav, upon application.

• Officers and men of the Naval Reserve, except Fleet Reserve, who have completed not less than 20 years' active service, the last 10 years of which has been performed during the 11 years immediately preceding retirement, will be placed on the honorary retired list with pay at 50 per cent of active duty pay,

if they so request such action.

• Officers and enlisted persons of the Naval Reserve, except Fleet Reserve, will be placed on the honorary retired list without pay upon their own request after 20 years' service in the Naval Reserve.

• An enlisted member of the Fleet Reserve will be placed on the retired list, without application therefor, under either of the following two circumstances: Upon completion of 30 years' combined active and inactive service; or when after receipt of a report of physical examination with recommendation of the Bureau of Medicine and Surgery, it is determined by BuPers that the individual should be transferred to the retired list.

More general information:

Requests for retirement should be submitted to the President or SecNav, as appropriate, via the chain of command and the Chief of Naval Personnel. A suggested form is:

"Having completed . . . years' service, it is requested that I be transferred to the retired list of the Navy, effective (the first of a month)."

It isn't necessary to state any reason for the request, nor to refer to an applicable law.

Receipt of a request for retirement will be acknowledged by the Chief of Naval Personnel.

Along with the current expansion of the Navy, it is the present policy of the Navy Department to hold in abeyance all requests for retirement from career officers with less than 30 years' service. This policy is expected to continue in effect indefinitely, in view of the world situation.

Statutory age retirements:

• Any officer of the Regular Navy below the grade of fleet admiral who attains the age of 62 years will be placed on the retired list by the President.

• Officers and enlisted persons of the Naval Reserve will be placed on the honorary retired list upon reaching the age of 64 years.

• Women officers, including those of the Nurse Corps, are placed on the retired list upon attaining a certain age in grade, in accordance with the provisions of statutes applying to their individual categories.

Three more items of general information:

• The specific provisions for in-

It's Here — Processed Milk That Tastes Like Milk

How do you like your milk? Warm, right out of the cow? Ice-cold? Whether you take your milk straight or prefer it in custards, bakery goods or otherwise "cooked in," one thing is certain—you're going to have milk.

Milk has long been considered nature's most perfect food and the Navy has spent dollars and years trying to find better ways to keep its men well supplied with this wholesome drink.

After seven years of industrial research, a successful method of processing milk so that it will "keep" for long periods and still taste "just like fresh milk" has been developed.

The new product is vacuum processed from fresh, homogenized milk and can be packaged in both fluid and frozen form.

Here are a few of the good points about this "new milk":

• It stays fresh longer. In controlled frozen storage, it has remained fresh for over three months.

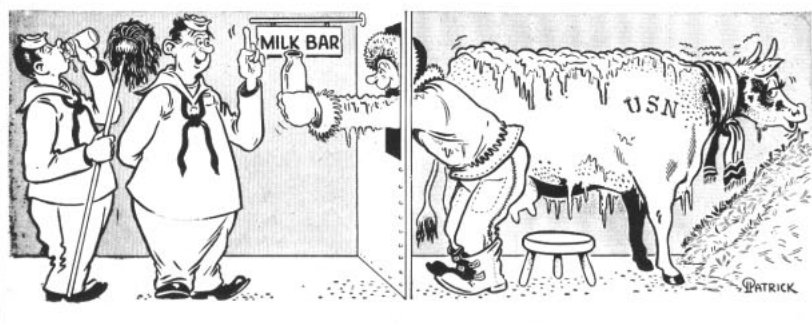
• Less storage space is needed. Ships can carry three times as much of the new concentrate in the space now used for fresh milk.

• The milk has better "keeping qualities," enabling ships to serve it even though far at sea.

• Diluted with an equal part of water, it can be used as coffee cream, on cereals and the like. One part of the concentrate to two parts of water reconstitutes it as whole milk.

• It is tastier than other processed milk—either the powdered or canned varieties.

Naval activities in the eastern part of the U.S. will soon be able to requisition the new milk product. As production is speeded up, supplies will be available to all naval activities.



distinguishing device on any award does not constitute a determination for any special privileges accruing on retirement.

In cases of recall to active duty, officers with combat advancement to the rank of captain or below will be recalled in the higher honorary rank. But, for officers advanced on the retired list to a rank or grade above that of captain in the Navy or colonel in the Marine Corps solely by virtue of a commendation, the situation may be different. These officers may, at the discretion of SecNav, be recalled either in the rank or grade to which they would be entitled had they not been commended, or in the "combat" rank or grade held by them on the retired list.

Unused leave:

Unused leave, creditable at date of retirement, can be paid for in a lump sum payment not to exceed 60 days' active duty pay and all allowances in effect on the day before retirement.

Employment of personnel who are retired:

Navy personnel planning to work after retirement should determine for themselves, before making any commitment, that their prospective employment doesn't come within the prohibition of any statute. Since by law it's a matter of private concern only, the best course is to seek an interpretation of the law personally.



"Got something to make hair fall out?"

Such interpretation concerning the legality of employment can be obtained from the Navy Judge Advocate General, the legal branch of your prospective employer's firm, or from private counsel.

An officer who is retired physically and whose disability was combat-incurred is not affected by either the dual employment or dual compensation laws. He may draw his retired pay and hold another Federal position. If an officer is retired for other physical disability, he may take a Federal position, but while so employed he must waive retired pay to the amount by which the sum of retired pay and civilian pay exceeds \$3,000 per year. An officer who retires for reasons other than physical disability with retired pay of \$2,500 per year or more may not, as a rule, be employed by the Federal government. Where such employment is permitted, it must be with certain designated agencies, or in certain elective or appointive positions.

The dual employment and dual compensation laws do not apply to retired enlisted persons.

Retired pay and pay accounts:

Pay accounts of all retired personnel are carried in the Field Branch, BuSandA, Navy Dept., Cleveland 14, Ohio. All requests, inquiries and statements relating to retired pay matters should be addressed direct to that office.

Retired pay for officers and men in general is based on a rate of two and one-half per cent of active duty pay plus longevity for each year of

active duty served. Retired pay for those physically retired who so elect is based on the percentage of physical disability assigned by SecNav at time of retirement. Retired pay for any reason may not exceed 75 per cent of active duty pay.

Under present law, a fractional year of six months or more counts as a full year only in computing the number of years of service on which the two and one-half per cent per year multiple is to be applied. The fractional year doesn't count as a full year toward entering a new longevity period. Thus, a person with more than 29 and one-half but less than 30 years' service would receive 75 per cent of active duty pay prescribed for one with more than 26 years' service.

Unless the person being retired requests otherwise, all allotments for insurance, whether government or commercial, will be automatically continued after retirement. All other allotments are stopped when transfer to the retired list takes place.

Income tax is withheld by the

SONGS OF THE SEA



Home Thoughts

*I jumped aboard the 'Liza ship
And traveled on the sea,
And every time I thought of home
I wished it wasn't me!
The vessel reared like any horse
That had of oats a wealth;
I found it wouldn't throw me, so
I thought I'd throw myself!*

—An argonaut parody of "O, Susannah!"

Identical Twins at Base Cause Bit of Confusion

Seamen Ray and Roy Lowe, USN, identical twins, are causing naval personnel at the U.S. Naval Base, Charleston, S.C., to take a second glance.

They both served in the Navy for 20 months in 1944 and 1945 and are now in for another hitch.

With experience as cooks and automotive paint and body workers, the two plan to emphasize their culinary talents with the hope that they'll have a better chance of sticking together during their enlistment.

The twins are married to sisters. Ray has two children—a boy and a girl—while Roy has one son, 21 months old.

Field Branch on retired pay where applicable. In general, non-disability retired pay is subject to income tax. Retired pay for physical disability is subject to exemption, in general, in proportion to percentage of disability at the time of physical retirement.

Privileges and obligations of retired personnel:

- Retired personnel are not required to hold themselves in readiness for active service. They may be ordered to active duty in time of war or national emergency at the discretion of SecNav, but may be ordered to active duty in time of peace only subject to consent.

- Retired personnel not on active duty are entitled to wear the prescribed uniform of the rank or rating held on the retired list when appropriate. They are prohibited from wearing the uniform in connection with non-military personal or civilian enterprises. (More on this in the directive.)

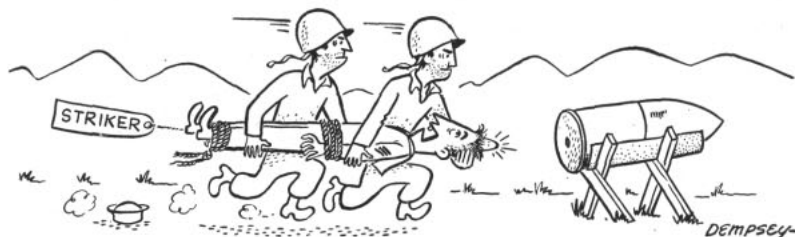
- All retired personnel on inactive duty are permitted to use their military titles in connection with commercial enterprises.

- Personnel retired with pay may be given privileges of commissary stores, Navy exchanges, small stores, and officers' clubs, subject to the limitation of available facilities. Army regulations provide that active and retired personnel of the Navy may be extended Army commissary and post-exchange privileges.

- Most retired members of the naval services who were retired for reasons other than physical disability may be admitted to any naval hospital when in need of hospital care. Included here are those on the temporary disability retired list. (The circular letter contains additional details on eligibility.)

- Retired members entitled to hospital care are also entitled to dental care, subject to local conditions. They are also entitled to outpatient treatment in naval medical facilities, and their dependents may be accorded the same privileges as are accorded the dependents of active duty personnel.

- The Veterans Administration provides medical and dental care for all veterans of any wars of the U.S. who qualify for such care under VA rules.



All the Armed Services Have Colorful Languages

The Navy and Marine Corps hold no copyright on colorful language. Our sister services, the Army and the Air Force — and aviators in all services — can hold up their end of conversation any time. With members of the various branches meeting and mingling more often as time goes by, some strange verbal exchanges may result.

In most of the armed services, a bucket, for instance, is something to put water in. But in the language of jet aircraft mechanics, buckets are blades on the turbine wheel in the engine. For those fellows, a can isn't a destroyer; it's the long cylindrical combustion chamber aft of the buckets. A ship may be described affectionately as a "bucket of rivets"; an airplane engine (reciprocating type) is sometimes called a bucket of bolts.

The recruit in the Navy may be sent off wondering to get a bunk stretcher, but the fledgling airman will be detailed to hunt a bucket of revs or a couple gallons of prop pitch. A head's a head in the Navy, but in the Army the men's room is the latrine and the bulkhead is a wall. The deck's a floor, and you mop it — not swab it. "At least," say sailors who have served with the Army, "a sack, there, is still a sack."

In the Navy you hoist the colors or the national ensign. In the Army you raise the flag. Among fliers, a

Chinese landing is a landing made down wind. Sometimes it means a one-wing-low landing, named for an imaginary Chinese aviator named Won Wing Low. In nautical parlance, a Chinese landing is a landing made alongside a ship by a boat or another ship, "wrong end to." Aviators also make "French landings." These are landings made on the two main wheels, with the plane's tail remaining off the ground as long as possible before the plane comes to a stop.

In the ship Navy, anyone who's "fat, dumb and happy" is a person who thinks he's doing all right, but isn't. Among "squirt job" (jet) fliers, a man who's "fat" has "got it made." He's really doing okay. A squirt job is also a "blow torch," by the way, or an "oil burner."

A sailor dressed for rough work will be in his dungarees, but in most of the other services he'll be wearing "fatigues."

Everybody knows that Navy strikers are often human beings—non-rated men who are serving as apprentices, so to speak, while learning a specialized job. In most other services, a striker is only a part of the firing mechanism of guns, mines, mortars or other weapons.

This could go on for a long time, and probably will. We're all Americans, and all unified, but we're still individualists.



Legislation of Special Interest to Naval Personnel

A summary of Congressional action on bills of interest to the naval establishment is provided below, bringing up to date the last legislative report which appeared in *ALL HANDS*, May 1951, p. 43.

Filing War Claims—Public Law 16 (evolving from Senate Joint Resolution 40): authorized an extension of the time within which prisoners of war may file claims under the War Claims Act of 1948.

\$10,000 Servicemen's Indemnity—Public Law 23 (evolving from H.R. 1): authorized the payment of a gratuitous indemnity to survivors of members of the armed forces who die in active service; also prohibits the further issuance of National Service Life Insurance except in certain cases.

Reserve Benefits—H.R. 928 introduced previously; H.R. 2950 now introduces related legislation. The former bill provides disability and

death benefits for Reservists from injuries incurred while engaged in active-duty training for less than 30 days or while engaged in inactive-duty training. The latter bill provides benefits for Reservists who suffer disability or death while performing travel to and from specified types of active duty.

Naval Installations—H.R. 3464: passed House; to authorize the construction of naval installations for the Marine Corps at Quantico and in Hawaii.

Universal Military Training—H.R. 2811 and S. 1: passed Senate and House in amended form, now in conference; to provide for more effective utilization of manpower resources of the U.S. by authorizing universal military training and service of men between the ages of 18½ and 26 years. It also contains comprehensive amendments to the Selective Service Act of 1948.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current *Alnavs*, *NavActs*, and *BuPers Circular Letters*, not as a basis for action. Personnel interested in specific directives should consult *Alnavs*, *NavActs* and *BuPers Circular Letter* files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; *NavActs* apply to all Navy commands and *BuPers Circular Letters* apply to all ships and stations.

Alnavs

No. 29—Lists USMC officers promoted to temporary grade of captain.

No. 30—Authorizes the granting of leave for persons observing religious festival of Passover.

No. 31—Concerns the type of Pullman car sleeping accommodations authorized for Navy and Marine Corps personnel under certain conditions.

No. 32—Establishes procedure governing transfer of naval, marine and civilian patients under Navy cognizance to and between armed service hospitals.

No. 33—Specifies requisites for promotion of Regular and Reserve ensigns of the line and staff corps, including a general time-in-grade requirement of 24 months' service for ensigns on extended active duty of more than 30 days.

No. 34—Relaxes certain restrictions on accommodations available for travel in MSTs ships in the Pacific.

No. 35—Summarizes briefly provisions of proposed Serviceman's Indemnity and Insurance Acts of 1951.

No. 36—Revises instructions and procedures for handling deposit funds between disbursing officers and Navy funding officers.

No. 37—Requires COs to forward completed questionnaires on enlisted Naval Reservists on active duty in order to assist in formulation of program for release to inactive duty.

No. 38—Contains instructions concerning classified matter pending changes in Navy Regulations and Security Manual.

No. 39—Announces passages of Serviceman's Indemnity and Insurance Acts of 1951 as Public Law 23,

Latest Motion Pictures Being Distributed by Navy's Exchange Listed

The latest motion pictures being distributed among ships and overseas bases, available through the Navy Motion Picture Exchange, Brooklyn, N.Y., are listed in *ALL HANDS* each month.

The number following the title indicates the program number. Distribution of the following titles began in April 1951. All prints are 16-mm.

Mr. Universe (569): Comedy; Jack Carson, Janet Paige.

Target Unknown (570): War drama; Mark Stevens, Alex Nicol.

Vengeance Valley (571): Western; Burt Lancaster, Robert Walker.

The Second Woman (572): Melodrama; Robert Young, Betsy Drake.

At War With the Army (573): Comedy; Dean Martin, Jerry Lewis.

Call Me Mister (574): Musical; Betty Grable, Dan Dailey.

Three Guys Named Mike (575): Comedy; Jane Wyman, Van Johnson.

Belle le Grand (576): Melodrama; Vera Ralston, John Carroll.

Thirteenth Letter (577): Mystery; Linda Darnell, Charles Boyer.

Raton Pass (578): Western; Dennis Morgan, Patricia Neal.

Double Deal (579): Melodrama; Richard Denning; Marie Windsor.

Kim (580): Drama; Errol Flynn, Dean Stockwell.

The Groom Wore Spurs (581): Comedy; Ginger Rogers; Jack Carson.

Rhythm Inn (582): Musical; Jane Frazee, Kirby Grant.

Go for Broke (583): War melodrama; Van Johnson, Warner Anderson.

The Great Missouri Raid (584): Western; Wendell Corey, M. Carey.

Experiment Alcatraz (585): Mystery; John Howard, Joan Dixon.

My Outlaw Brother (586): Western; Mickey Rooney, Wanda Hendrix.

Cry Danger (587): Crime melodrama; Dick Powell, Rhonda Fleming.

Father's Little Dividend (588): Comedy; Spencer Tracy, Elizabeth Taylor.

Bedtime for Bonzo (589): Comedy; Ronald Reagan, Diana Lynn.

Missing Woman (590): Crime melodrama; Peggy Edwards, John Alvin.

Cause for Alarm (591): Drama; Loretta Young, Barry Sullivan.

Redhead and the Cowboy (592): Western; Glen Ford, Rhonda Fleming.

Pagan Love Song (593): (T) Musical; Esther Williams, Howard Keel.

Gasoline Alley (594): Comedy; Scotty Beckett; Jimmy Lydon.

Lucky Nick Cain (595): Drama; George Raft, Coleen Gray.

Holiday Rhythm (596): Musical; Mary Beth Hughes; Donald McBride.

Only the Valiant (597): Drama; Gregory Peck, Barbara Payton.

Inside Straight (598): Melodrama; Arlene Dahl, Barry Sullivan.

and states conditions under which applications for NSLI made on or before 25 April 1951 should be processed.

NavActs

No. 6—Contains instructions on disposition and storage of strip ship material.

BuPers Circular Letters

No. 49—Covers administrative procedures regarding enlisted personnel designated "aviation pilots."

No. 50—Contains instructions and qualifications for designation as combat aircrewman.

No. 51—Announces revised forms for financial statements of commissioned officers' and warrant officers' messes, CPO messes, and enlisted men's clubs ashore.

No. 52—Lists personnel eligible to wear combat distinguishing device on Legion of Merit, Bronze Star Medal and Commendation Medal Pendant.

No. 53—Modifies instruction concerning preparation of Monthly Fiscal Report (NavPers 501-B) to include the reporting of additional

Applications Are Desired For Submarine Training

Applications are being accepted from Regular officers and Reserve officers on active duty for the six months' submarine training course to begin in January 1952 at the Navy Submarine School, New London, Conn.

Volunteers should be lieutenants (junior grade) with date of rank of 1 Jan 1950 or later, or ensigns whose date of rank is prior to 1 Jan 1951. No officer will be ordered to submarine training unless he has completed at least one year of commissioned service.

Candidates will be selected on the basis of their fitness reports and educational background. They must be qualified to stand officer-of-the-deck watches underway. All requests for training must reach the Chief of Naval Personnel (Attn: Pers-B1117) before 1 Sept 1951.

Seventy-five officers have been ordered to report to the Submarine School for training beginning 2 July.

hazardous duty pay for officers whose duty involves demolition of explosives.

No. 54—Lists requirements and sets deadline for officers eligible to apply for training at Submarine School, New London, Conn., beginning January 1952, and lists names of officers selected for class convening 2 July 1951.

No. 55—Announces scholarship at Rensselaer Polytechnic Institute open to son of officer, petty officer or non-commissioned officer on active duty with pay, or to son of deceased personnel of the above category.

No. 56—Concerns release of Naval Reserve officers on active duty to inactive status.

No. 57—Establishes 31 May 1951 as effective date for destruction of obsolete manuals entitled "Naval Justice" (NavPers 16199 and 16199A).

No. 58—Sets forth instructions on taxes to be paid from Navy recreation funds.

No. 59—Announces distribution of Catalogs of Training Films of Navy and Marine Corps, January 1951 (NavPers 230058), a restricted publication.

No. 60—Announces availability of new training films.

No. 61—Sets deadline of 1 July 1951 as date on which applications by naval and Marine Corps officers for Rhodes Scholarships must reach BuPers.

No. 62—Sets forth personnel security requirements for personnel attending classified courses of instruction at naval and other armed forces schools.

No. 63—Lists changes in certain enlisted personnel procedures in connection with Uniform Code of Military Justice.

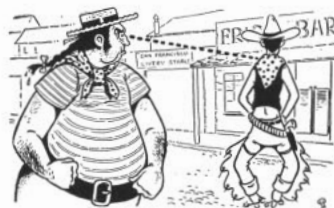
No. 64—Concerns procedures in cases involving unauthorized absence of enlisted personnel.

No. 65—Suspends current physical standards for men enlisting or reenlisting in Navy and replaces them with standards prescribed for Selective Service.

No. 66—Lists eligibility requirements and procedures for enrollment in Naval School, Officer Candidate, Newport, R. I.

No. 67—Supplements Alnav 33-51 applying to promotion of Naval Reserve ensigns.

Of the various items which make up the enlisted sailor's uniform, none is more striking, universal and traditional than the black silk neckerchief. Everybody has heard how old-time



sailors wore neckerchiefs to protect jumpers from goo-soaked pigtails, and it's probably true. When the captain of HMS Berwick died, the sailors cut their neckerchiefs in two and each sailor tied half his neckerchief around his arm and half around his hat as a symbol of mourning.

* * *

For those who like a practical purpose for everything they have, a neckerchief could be useful as an arm sling in case of accident. If you



should be a castaway and have a neckerchief along, it would be handy as an emergency turban for your head, or as a sun shade. But its purpose is to be a distinctive article of clothing.

* * *

All sailors are taught how to fold, roll, tie and wear the neckerchief early in their naval careers, but some forget. The neckerchief should be of black silk or rayon, 35 inches square.



It shouldn't be pressed after rolling. The knot should be at the jumper "V". Let passing fads roll off you like rain off tar. Soon the knife-edged choker sometimes seen today will be remembered with great amusement.

BOOKS:

VARIETY OF READING IN THE NEW VOLUMES

HAVE YOU been in your nearest Navy library lately? If not, it might pay you to drop around in your next spare hour and see what's on its shelves. The BuPers library section keeps its fingers on the country's literary pulse and draws some of the best blood for Navy readers everywhere.

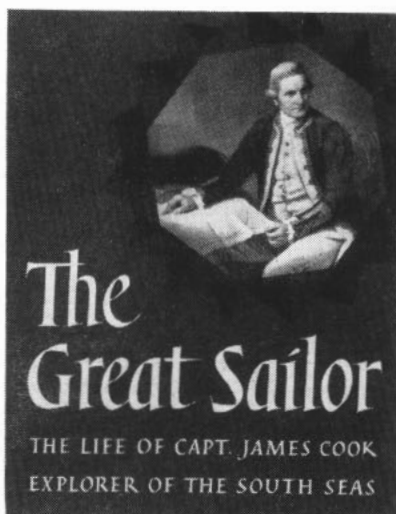
* * *

● *The Great Sailor*, by John W. Vandercook; Dial Press.

In a century of eminent men, Captain James Cook was regarded as one of the greatest of them all. During the 18th Century he sailed more uncharted miles of strange coastline than any other explorer who has ever lived, before or since.

Sailing wooden, wind-powered ships, Captain Cook was the first to cross the Antarctic Circle and the first to trace the west coast of North America from Oregon around the peninsula of Alaska to the edge of the polar ice pack. He discovered the Hawaiian Islands, New Caledonia and more than 100 other large Pacific islands. By his unparalleled thoroughness as an explorer, he literally put New Zealand and Australia on the map in the course of a single voyage—the amazing voyage he made in the tiny *Endeavour*.

This is a warm, human book,



EXPLORATION from the Antarctic to the South Seas in wind-powered ships is the story of Captain James Cook.

filled with informal detail, authentic detail, that will take you roving the world over with the intrepid captain. Unlike some books of history, however, the daily detail isn't obviously an invention of the author. It's a fact of history how Captain Cook employed green vegetables in his crew's diet to ward off scurvy. No undue credulence is needed to accept the consternation of the crew when the men were ordered to eat 20 pounds of onions each, to prevent loss of the vegetables by spoilage.

John W. Vandercook, the author, is himself a world traveler with a personal knowledge of many of the Pacific islands Cook first sighted.

* * *

● *Seagoing Gaucho*, by Ernesto Uriburu; Dodd, Mead and Company.

The ketch *Gaucho* was a stout 50-foot boat of 28 tons' displacement. She sailed with her four-man crew from Buenos Aires to Africa, through the Mediterranean to Suez and back to Gibraltar again. Then she took off from nearby Cadiz (Spain) to retrace the first voyage of Columbus to San Salvador. From there she made her way, with occasional stops, to New York. After a brief stay, she sailed down to the Caribbean and cut along the Windward Isles around the great bulge of Brazil—and home again.

It was a casual trip—casually planned and casually sailed. Day to day enjoyment was the only timetable, and it won't take you long to find that the "gauchos" had a wonderful ability to enjoy themselves. Twenty-four pages of excellent photographs, along with some 200 of warm, amusing narrative.

* * *

● *Step Right Up!*, by Dan Mannix, Harper and Brothers.

"I probably never would have become America's leading fire-eater," says the author of this book, "if Flamo the Great hadn't happened to explode that night in front of Krinko's Great Combined Side Shows."

That, in fact, is this book's first sentence—and the tale goes on from there like a locomotive getting under

way; like something ready to burst with energy. Before the first short chapter is over, Mr. Mannix is holding a live python in his uninitiated hands. Soon he's poking skewers through his flesh.

This book is filled with the weirdest events and the strangest people a person is likely to find in a long time—either in a book or out of it. Fascinating—every paragraph of it. Contains much humor of the somewhat macabre type.

* * *

● *The Spur*, by Ardyth Kennelly; Julian Messner, Inc.

John Wilkes Booth is the leading character in this book—the man who, on Good Friday, 1865, crept into the Lincoln box at the Ford Theater in Washington and pulled the trigger of his tiny, gold-mounted derringer. After performing that crime, he vaulted over the railing to the stage, but his spur caught in the flag draped on the box, and he fell. The audience sat frozen in horror as he hopped on one leg from the stage.

This book offers a wealth of detail about the death of Lincoln and about the man and the circumstances behind it. Here are the answers, as far as can be reconstructed, as to why such a star in the American theater—adored by many women—committed one of the most notorious crimes in our history.

The Spur is a combination of fact and fiction; not a historical novel, because of its lack of an invented plot; not bare factual history. It's a very informative and highly readable account of a world-shaking crime.

* * *

For those who are seriously interested in the state of the world today, here is a small book which shouldn't be overlooked in the crush of bigger books. While you probably won't find it in your library, it's available from the publisher for 50 cents.

● *The Soviet Military Organization*, a compilation of articles from the *Army Information Digest*; Book Department, Armed Forces Information School, Fort Slocum, N. Y.

It's a 64-page pamphlet offering seven articles about the Russian military machine and how it grew. Takes you from the revolutionary chaos of 1917 and ends with the structure of the high command today. Terse, authentic. Contains a score of illustrations.

ALL HANDS BOOK SUPPLEMENT

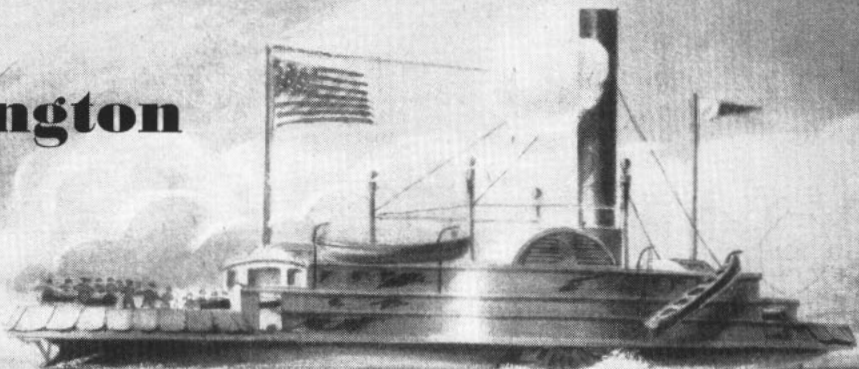
SIEGE OF LITTLE WASHINGTON



NORTH CAROLINA: 1863

Tale of a Yankee gunboat besieged in a Southern river port, during the Civil War, told by Stephen F. Blanding, Acting Carpenter's Mate, USN, in his book "Recollections of a Sailor Boy"

Siege of Little Washington



On 1 Apr 1863, the Yankee gunboat *Louisiana* lay at anchor in North Carolina's Tar River, providing naval protection to the capital of Beaufort County, Little Washington, which had been captured by Union forces.

The southern inland port of Little Washington sat on the north banks of the Tar River, separated from the ocean by over 50 miles.

On this day, a force of 10,000 Confederates under General Hull began a siege of the city. The carefully laid plans of the Confederate forces included a complete cordon of the town, with a semi-circle of cannon directing fire on the Union-held fort.

In addition the Confederates had posted strong batteries at several points along the banks, which gave them

control of the Tar River for a distance of several miles between Little Washington and the bay.

Fighting to hold the city was a small Union force made up of parts of the 27th and 44th Massachusetts regiments, three companies of loyal North Carolina troops, one company of the 3rd New York Cavalry, about 100 negroes, and a segment of the Yankee Navy—the gunboats *Commodore Hull*, *Ceres*, and *Louisiana*.

The importance of the naval forces lay in the fact that the Tar River offered the only possible avenue of reinforcement or escape to the sea.

Here's the story of the gunboat *Louisiana* in the besieged Southern port, as told by a member of the crew, Stephen F. Blanding, who had enlisted in the Navy the year before, at the age of 17.

THE FIRST DAY of April opened with the rebel General Hill's compliment to Little Washington in the shape of a fusillade with a force of ten thousand or more men. We were completely surrounded, and every avenue of escape or retreat was cut off.

I was awakened by the cry of the boatswain's mate calling all hands to quarters.

Every man on the *Louisiana* was out of his hammock in an instant: the roar of the cannon and the screaming of the shells as they fizzed over our deck could be heard distinctly.

Not waiting to get my clothes on, I gathered them up in my arms, rushed on deck, and dressed myself at the guns.

At Rodman's Point, the *Commodore Hull* was hotly engaged with the enemy.

Above Rodman's Point, and nearly abreast with the *Hull*, in a corn-field, the rebs mounted a long, thirty-two pound gun, and the firing from that into the town and among the shipping was rapid and continuous, the shells bursting and tearing through houses, forcing the inmates to seek shelter in their cellars.

On shore the fort could be heard pounding away, and as yet we had received no orders to open fire, but as the shot and shell began to come uncomfortably close, Commander Renshaw [skipper of *Louisiana*] gave the order to open fire with the eight-inch shell gun upon the enemy in the corn-field.

Every man sprang with alacrity to his place at the guns, and in a few seconds we were hammering away

at the rebs in the corn-field and directed some shots at the battery at Rodman's Point. We silenced the gun in the corn-field for a time, but it was not long before they opened fire again.

The *Hull* ran in too close at Rodman's Point, and got hard and fast aground. The rebs quickly became aware of this fact, and fought their guns like mad. The *Hull* soon expended her ammunition, and Commander Renshaw ordered our boats away and the crews supplied her with the needed material. The supply boats were kept going until night set in, when we were enabled to tow the *Hull* off and out of range.

General Foster in command of the land forces, would not consent for the *Louisiana* to leave her position at the bridge, else Commander Renshaw would have engaged the Rodman's Point battery.

In the meantime the rebs had built a cotton battery right under our nose in the swamp abreast of us, and the first we knew about it was when they opened fire on the *Louisiana* bursting two shells in quick succession directly over us.

Immediately all hands were called to quarters. The enemies' guns were well served, and they dropped the shot and shell in a lively manner around us.

We fired a broad-side from the port battery; then ran the guns in, loaded with grape and canister, and trained them on the spot from whence the shots were fired.

As they fired we answered them with a broad-side from the guns double loaded with grape and canister. The guns were then loaded with five-second shell and in

a short time we set fire to the cotton bales and dismounted their guns.

Towards night they came back and tried to get their guns away but we opened on them with three-second shrapnel shell and they retreated from the spot in disorder, leaving all behind.

The rebs brought a thirty-two pound Parrott rifle gun to bear on us from the roadside at the end of the bridge. The first shot they fired struck us, carrying away our mizzen gaff. It seemed an age before we got the order to fire and in the meantime the rebels peppered us well.

At last Lieutenant Westervelt who was reserving his order on account of the ammunition being short, gave us the order to fire. We brought three guns to bear on the rebels in the woods and the ball opened in earnest.

We had fired five rounds when we received the order to cease firing. I looked at the lieutenant in amazement; what could he mean by such an order? Here the rebels were sending in their shot and shell as fast as they could load and fire, and the order came to cease firing on our side. It seemed Commander Renshaw was on shore when the fight began at the bridge, conferring with General Foster, but as soon as he could make his hail heard on board, the lieutenant sent a boat ashore for him. He came on board, and, looking round upon the officers and crew, demanded of the lieutenant why he was firing away the ammunition.

"Why, sir," said the lieutenant, "they will shoot us to pieces." "I don't care," replied Commander Renshaw, "if they shoot your heads off; send the men below; then I shall be sure there will be no more firing for the present on our part. Why, our ammunition is almost expended and should the rebels make up their minds to charge in over the bridge, what resistance could we make? Boatswain, pipe the men below." And there we lay on the berth deck, while the rebs sent in their compliments, without the power to return them.

General Spinola, with his brigade, on the fourth or fifth day of the siege, cooperated with our forces, but the attempt failed.

Hill's Point and Swan Point held by the Confederates are nearly opposite each other. The rebel battery of the former was posted upon a high bluff, back from the point, commanding the river up and down.

Below Hill's Point, the Union gunboats and transports laden with troops had gathered and were trying, but in vain, to render us some assistance. On the sixth day of the siege, the gunboat *Ceres* ran the blockade with ammunition on board. She came up by the batteries while the enemy did not fire a shot at her. As soon as she had unloaded, two companies of the Twenty-seventh Massachusetts, and some other troops were marched on board, to proceed to and land at Rodman's Point, for the conclusion arrived at by our commanders, was that the rebels had retreated.

But they found the rebs there, for they commenced a heavy fire from six guns as soon as the *Ceres* was within short range. The *Ceres* returned the fire, and was backing away from the point when she ran aground on the flats within point blank range of the rebel batteries. The soldiers stood so thick on the deck that it was impossible for them to move about.

The scene baffles description. The steamer opened fire on the batteries, and kept up a dogged fight, while

three boats were manned from our ship, and two from the *Hull* to go to her assistance. Tom, a friend, and I were both ordered into one of the boats. Arriving there, the soldiers, who were coolly awaiting our arrival, were taken from the *Ceres* and landed on the opposite shore, under fire all the time from the rebel batteries. Three of the soldiers were wounded.

In time we succeeded in lightening the boat so that she could get off. The boys were cool and worked with a will, and after all, the rebels' trick did not work as successfully as they had anticipated.

The fleet [of the Union forces] in the meantime was still below the batteries, and there did not seem to be any hope for us in that direction, although numberless experiments were made by their commanders to break through the blockade and come to our assistance, but without avail. Our commanders did not know the situation below, and there was no possible way of finding out except to run the rebel batteries.

At length Master's Mate McKeever informed Commander Renshaw that if he would furnish him with four men he would run the blockade or sink in the attempt. It was a hazardous undertaking, but there was no other way to get dispatches to the fleet below or receive word from them.

Our commander hesitated a moment, and then called for volunteers. Half the ship's company responded to the call. Renshaw informed them when in line, of the dangers and perhaps death in the undertaking, and asked them if they were willing to face it.

"Yes, yes," exclaimed one and all.

"Well, then, I will proceed to pick out the men I want." He then selected four able seamen from those drawn up on the port side.

The dispatches destined for the fleet below Hill's Point were hastily put in a package and sealed. Mr. Renshaw then shook hands with the brave officer, wished him God speed and instructed him in the event of their being taken prisoners by the rebels, to destroy the dispatches, so that they should not fall into enemies' hands; all of which Mr. McKeever promised faithfully to do.

He, with his chosen men, then proceeded to land. At the lower wharf, they procured a sail-boat, and boarding her, hoisted sail and were soon fairly under way. The wind was blowing fresh down the river, which was just what they desired. They were watched from the vessels in the harbor, and by the soldiers on the shore with eager eyes and fast-beating hearts.

As the sail-boat neared the first battery at Rodman's Point all noise was hushed on board the *Louisiana*. Nearer and nearer the battery the boat went skimming along.

"Why," exclaimed some one of the crew on board of the *Louisiana*, "they are not going to fire on them."

The boat was now directly off Rodman's Point battery; a blue smoke was observed to rise, and bang! bang! bang! thundered the cannon. The shot was seen by us to strike just ahead of the sail-boat and then ricocheted towards the opposite shore.

As fast as the rebels could load and fire, they hurled their death messengers at the tiny boat and her brave crew. Not a shot, however, seemed to take effect, although the crew were wet to the skin, so close did the iron hail-storm patter in the water around them.

The *Commodore Hull* at the point, kept up a steady

Siege of Little Washington

fire upon the rebel battery, as also did the *Louisiana*, and we did not cease firing until the sail-boat was out of range of the rebel guns. The fire from the two gun-boats seemed to bother the rebels greatly, and they did not work their pieces so effectually as they would otherwise have done, had we let them alone.

At the boatswain's call to cease firing, we threw our sponge and rammers upon the deck, and all rushed forward to watch the boat which was still in sight of us and fast nearing the other or lower battery at Hill's Point.

Three ringing cheers from the sailors on the ships, and the soldiers on the shore proclaimed the safe arrival among the fleet.

In a night or two afterwards, they returned up by the batteries with muffled oars, eluding the rebel pickets on the river, who were sent out by the rebels to intercept them, and rowed safely into the harbor.

Finally our provisions ran short, and to starve or surrender seemed our only alternative. Yet we fought on. When the ammunition was all expended and our power to resist exhausted, then, and not until then would our commander entertain the thoughts of surrendering.

On the morning of the thirteenth day of the siege, Commander Renshaw sent word for Master's Mate McKeever to report to him aft immediately.

The officers were on the "qui vive" to learn why he was called aft, and anxiously awaited his re-appearance that they might be able to learn, if possible, from his lips the reason. It did not come out, nevertheless, until afternoon of that day, when the crew were called to quarters, and volunteers were asked for, to run the rebel batteries again. As before, half the ship's company responded; twenty men were chosen, Tom and I among the rest. Master's Mate McKeever was again put in command of the party.

The schooner *J. C. Alores* was secured (she had

come up the river before the rebels took possession of the town). Two guns were rolled on board; next, rifles, cutlasses and ammunition were put over the side, and the volunteer crew were then ordered aboard. The *Dolphin*, one of the ship's boats, was made fast to the stern of the schooner, and the fastenings were cast loose from the *Louisiana* as soon as the darkness warranted our not being seen by the rebels at Rodman's Point. Amid the good-bys of our shipmates we sailed away.

The wind was light, but what there was of it, was in our favor. When nearly abreast of the first battery on Rodman's Point, a dead calm set in. The crew that was picked out for the *Dolphin* previously to our starting, were ordered to man the boat to tow the schooner, while others on board the schooner did some responsible poling.

When right abreast of Rodman's Point, the rebels opened fire upon us, building a brush fire on shore to direct their aim. We kept as near the opposite shore as possible without running aground, and slowly worked our way along.

We were struck by the enemies shot several times, but there were no casualties, and we were not hit below the water line. Three shots passed through our sails, and one made the splinters fly from the caboose amidships.

Two boats, loaded with the enemy, put out from the shore to intercept us, but were driven back by a few well directed shots from our howitzer. The rebels kept up a constant fusillade from their guns, and replenished their fire with more brush to enable them to get a better range.

A breeze springing up, we soon left the battery in our rear. The rebels still continued to fire upon us with but indifferent success, and we soon drew ahead out of range. We kept on our course for half an hour and soon neared the lower battery at Hill's Point, running head on, as the current in the channel swerved in that direction.

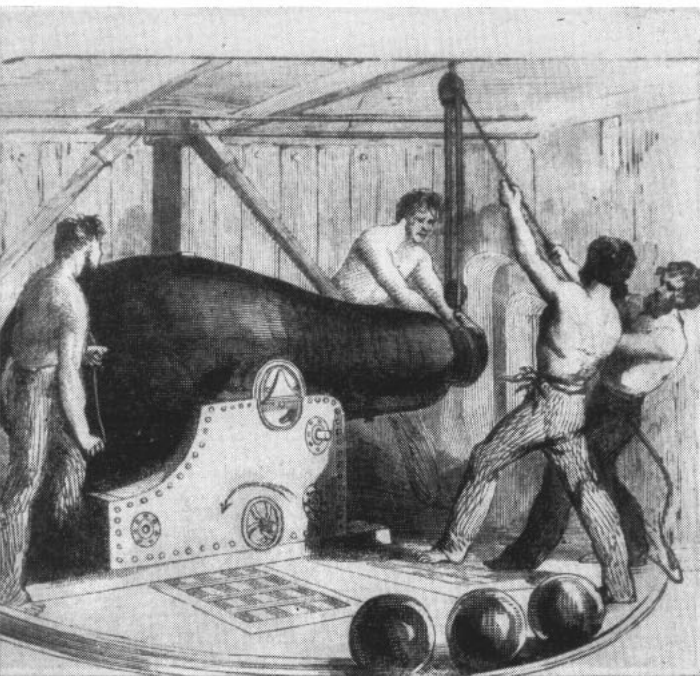
We received a warm reception as we came within range. The rebels, warned of our approach, had built a fire on the river in every direction, but did not show our schooner so plainly to them as at the Rodman's Point battery.

The balls whistled around us in every direction, but most of them passed over us. I thought of a great many places in which I would rather have been in than on that river. Keeping as far as possible from the point where the battery was situated, we made good headway, and were soon out of range of their fire.

We reached our destination at the mouth of the river on Pamlico Sound about midnight. We took aboard what ammunition we could conveniently carry, and some bales of hay to act as breast-works on our return, as the rebels would be on the lookout for any return vessel and be ready to give us a hot reception.

We started to return about eight o'clock the next evening. The wind had changed and blew off shore. We made very fine time, for the schooner was a good sailer, and about midnight were off Hill's Point. As yet, seemingly, the rebels had not discovered us.

We had nearly passed the battery when a blue light shot up on our port side, between us and the rebels, apparently from a boat out on picket. In an instant a faint light was seen on the bluff, and in a moment



more a lurid glare shot up from a pile of brush heaped up near the water's edge, the light from which streamed out towards us, but did not extend quite far enough to make us plainly discernible to the rebels, whom we could see around the fire throwing on brush to increase the blaze.

We trained our two guns upon them, to be in readiness to fire as soon as discovered, for Mr. McKeever said that they should not have all the fun to themselves this time in the event of our discovery. The man at the tiller was ordered to keep her off as much as possible, and we began to think that we should not hear what each and every one on board was anxiously expecting, but dreading, the reports of the rebel guns. As far as musketry was concerned, at this point, we did not feel much alarmed, as we were out of range.

Just as all hands were congratulating themselves upon passing the battery so easily, there came a flash, then another, and another, and the sullen boom from three cannon came to us distinctly across the water, and almost the same instant the missiles they were loaded with struck in close proximity to us.

Bang! bang! bang! One shot passed through our mainsail, the others evidently went astern. They commenced firing now in earnest, while the helmsman kept her off as far as he dared without getting aground on the flats. At the same time the wind wafted us ahead every moment farther from the battery, and at last out of range. We did not return their fire, as McKeever gave no order to that effect. An occasional shot now and then was fired but all of them fell harmlessly astern.

We prepared the schooner for the next battery at Rodman's Point, by reinforcing our hay bales, placing two together for that purpose. All was seemingly quiet up the river; the camp fires of our soldiers could be distinguished in the town, and the lights from the *Commodore Hull* and the *Louisiana* could be seen faintly shining like dim stars in the distance. All hands were on the lookout, as we rapidly approached the battery, and shortly we discovered a faint light on the bank, and as we approached, it grew into a fierce flame lighting up the path we were to cross, and shooting its rays upon the other shore, or town side.

"We were going to catch it this time," spoke up our master's mate. The rebels could also reach us with their musketry, and gave us a few volleys which we returned with our Sharpe's rifles. They could be seen by us distinctly as they danced around the fire, and it gave us a target for our bullets. The blaze from the brush heap grew fainter, but still kept firing.

We considered ourselves comparatively safe by this time, and ceased to return their fire. We ran up alongside the *Louisiana* about an hour after, and were soon on board, where we were congratulated by our shipmates upon our safe arrival, and the absence of all casualties.

On the thirteenth of April, the Fifth Rhode Island ran the blockade and came to our assistance on the steamer *Escort*, a large white boat with accommodation for a great number of men. Up by the rebel batteries she came, while shot and shell flew thick and fast about her, and volleys of musketry were poured in upon her from the shore.

Off Rodman's Point the rebels had driven piles (before the capture of Little Washington) to impede the progress of the Union forces up the river. All of these had not been removed, but the *Escort* bobbed over them

in safety, was soon out of range of the enemy's guns, and passing the *Commodore Hull* landed at the lower wharf. The soldiers and sailors were filled with joy and excitement.

As the troops were landed Col. Sisson gave the orders in a very loud tone of voice, "Forward, first brigade! Forward, second brigade!" giving the rebels the impression that we were re-enforced heavily.

The rebels becoming convinced of the hopelessness of starving us out, and being disinclined to make an assault on account of the determined resistance of the little garrison, and the reinforcements so unexpectedly received by us, reluctantly abandoned the siege on the sixteenth, and retired in the direction of Kingston, toward which place they were hurried by our parting shots.

The *Hull* during the engagement with the Johnnies at Rodman's Point was pierced through and through. She was struck one hundred and five times, counting the holes and marks made by the rebels' shot on her hull.

It was many days after the siege before we could get the *Louisiana* into ship-shape order, and then only by dint of much scraping and holy-stoning, but at last she looked trim and neat once more, and the old life revived again on ship and shore.

Visiting Rodman's Point after the rebels had retreated, the soldiers found a dead contraband in the water, alongside an old scow, and a note from one of the rebels to this effect:

"Yankees: We leave you, not because we cannot take Washington, but the fact is it is not worth taking; and besides, the climate is not agreeable. A man must be amphibious to inhabit it. We leave you a few burst guns, some stray solid shots, and a man and brother rescued from the waves, to which some fray among his equals consigned him. But this tribute we pay you; you have acted with much gallantry during this brief siege. We salute the pilot of the *Escort*. (Signed) Co. K., Thirty-second N. C. Vol."



TAFFRAIL TALK

WE HAVE RECEIVED a communication from Marine Corporal Guy Snyder, who begins his letter, somewhat nonchalantly, "The other night as my buddy and I sat in our fox-hole, we had a difference of opinion on the length of the battleship *Missouri*."

Cpl. Snyder wanted to know if we couldn't straighten them out and bring harmony back to their fox-hole, which we were glad to do. (The "Big Mo" has an overall length of 887½ feet.)

Sticklers for etiquette, Snyder and his buddy were also bothered about the correct mode of addressing enlisted marines of ranks



lower than corporal. Should they be called by their last name, say "Poindexter," or just plain "Private?"

The answer to that one, Marine headquarters here says, is to address a man of rank lower than NCO by his last name. If you don't know his name, headquarters adds, it's a good idea to introduce yourself and find what his name is.

★ ★ ★

ALL HANDS is now being used in the instruction of midshipmen at the ROK Naval Academy, at Chinhae. American bluejackets are members of the U. S. Navy's advisory staff at the academy, and when Felix Grosso, JO1, USN, paid them a visit, the first thing they did was to pounce on the latest issue of the magazine which he had brought along.

The Korean midshipmen also expressed great enjoyment of **ALL HANDS**. A batch of recent issues are on their way to the American bluejackets to help train members of the tiny ROK Navy.

★ ★ ★

We have heard that *uss Winston* (AKA 94) now boasts of an exclusive Gun Club, whose members sport rifles that are custom-made aboard the ship. The members, mostly enlisted men, used scraps or made "swaps" to get parts from Russian, Japanese and Korean Communist guns that have been captured by U. S. soldiers and Marines. Polished, cleaned and reshaped, the guns would never be recognized by their former owners.

The All Hands Staff

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 29 April 1949, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given **ALL HANDS**. Original articles of general interest may be forwarded to the Editor.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price \$2.00 a year, domestic (including FPO and APO addresses for overseas mail); \$2.75, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

DISTRIBUTION: By Section B-3203 of the Bureau of Naval Personnel Manual the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

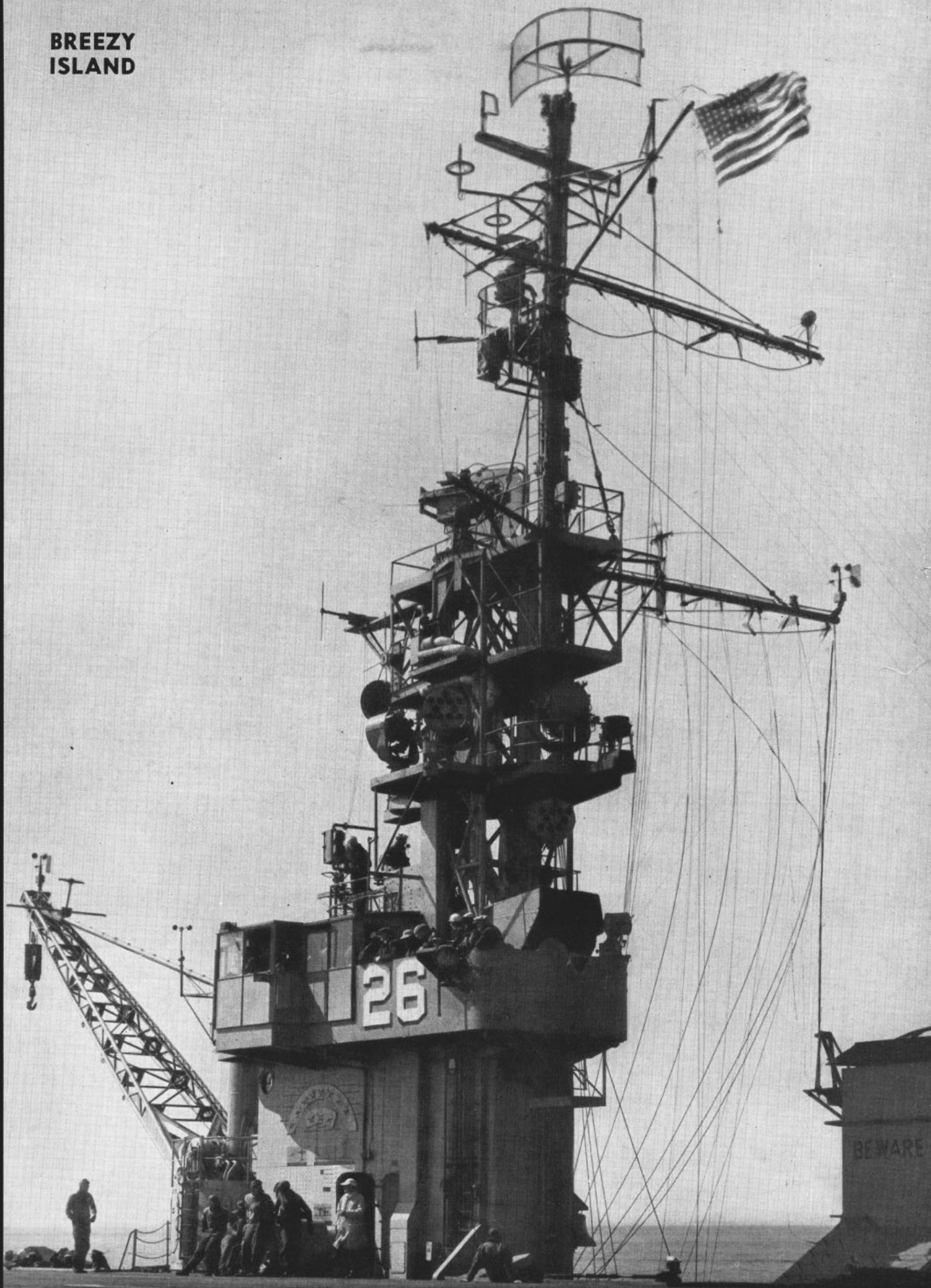
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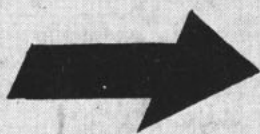
REFERENCES made to issues of **ALL HANDS** prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• **AT RIGHT:** Old Glory snaps in the wind and signal halliards "belly aft" as the aircraft carrier *USS Monterey* (CVL 26) turns up the knots on a cruise out of Pensacola, Fla., with visitors on board. ➡

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FOR YOURSELF AND YOUR NAVY**